COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
http://dpw.lacounty.gov

GAIL FARBER, Director

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

December 03, 2013

ADOPTED
BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES
44 December 3, 2013
Sachi A. Hamai
SACHI A. HAMAI
EXECUTIVE OFFICER

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Supervisors:

OXFORD RETENTION BASIN MULTIUSE ENHANCEMENT PROJECT
UNINCORPORATED COMMUNITY OF MARINA DEL REY
ADOPT MITIGATED NEGATIVE DECLARATION AND
MITIGATION MONITORING AND REPORTING PROGRAM
APPROVE THE PROJECT
ACCEPT THE GRANT FUNDING
SPECS. 7253
(SUPERVISORIAL DISTRICT 4)
(3 VOTES)

SUBJECT

The recommended actions will adopt the environmental documents for the proposed Oxford Retention Basin Multiuse Enhancement project, approve the project, and accept the grant funding.

IT IS RECOMMENDED THAT THE BOARD ACTING AS THE GOVERNING BODY OF THE LOS ANGELES COUNTY FLOOD CONTROL DISTRICT:

1. Consider the Mitigated Negative Declaration for the proposed Oxford Retention Basin Multiuse Enhancement project together with the comments received during the public review process; find that the Mitigated Negative Declaration reflects the independent judgment and analysis of the Board; adopt the Mitigation Monitoring and Reporting Program, finding that the Mitigation Monitoring and Reporting Program is adequately designed to ensure compliance with the mitigation measures during project implementation; find on the basis of the whole record before the Board that there is no substantial evidence the project will have a significant effect on the environment; and adopt the Mitigated Negative Declaration.

2. Approve the project and authorize the Director of Public Works or her designee to proceed with

the preconstruction phase of the project, including the preparation of construction documents and all necessary jurisdictional approvals.

3. Authorize the Director of Public Works or her designee to accept the grant funding under the Proposition 84 Santa Monica Bay Restoration Commission Grant Program in the amount of $2,000,000 to partially fund the Oxford Retention Basin Multiuse Enhancement project, and to execute a funding agreement or any other required documents to effectuate acceptance of the grant funds.

4. Authorize the Director of Public Works or her designee to accept grant funding under the Proposition 84 Integrated Regional Water Management Plan in the amount of $1,500,000 to partially fund the Oxford Retention Basin Multiuse Enhancement project, and to execute a funding agreement or any other required documents to effectuate acceptance of the grant funds.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

Approval of the recommended actions will adopt the Mitigated Negative Declaration (MND) and the Mitigation Monitoring and Reporting Program, approve the proposed Oxford Retention Basin Multiuse Enhancement project, and authorize the acceptance of Proposition 84 Grant funds for the project.

The purpose of the project is to improve the Oxford Retention Basin. The proposed project consists of flood protection and water quality improvements, as well as enhancements to wildlife habitat, aesthetics, and recreational opportunities at the Oxford Retention Basin. The project will include removal of accumulated sediment, replacement of tide gates, and construction of a circulation berm. The project will also include replacement of non-native vegetation with drought-tolerant and more native vegetation including replacement of approximately 650 non-native and/or diseased trees with over 650 native trees. New recreational amenities include a walking path, observation areas, wildlife-friendly lighting, and tubular fencing.

Following completion of construction documents and jurisdictional approvals, we will return to the Board to adopt plans and specifications, and advertise for bids to construct the project.

Implementation of Strategic Plan Goals

The Countywide Strategic Plan directs the provisions of Operational Effectiveness (Goal 1) and Integrated Services Delivery (Goal 3). The recommended actions will facilitate the construction of improvements at the Oxford Retention Basin to maintain the effectiveness of the existing flood control system, enhance flood protection and water quality, and enrich the lives of the County of Los Angeles residents by improving the wildlife habitat and recreational opportunities at Oxford Retention Basin.

FISCAL IMPACT/FINANCING

The total project cost is estimated to be $11,600,000, which includes $6,900,000 for construction. In addition, the total project cost includes a change order contingency, plans and specifications, jurisdictional approvals, consultant services, miscellaneous expenditures, and County services.

The Fourth Supervisorial District Discretionary Fund will provide $1,000,000 for the project; the Santa Monica Bay Restoration Commission, Proposition 84 Grant will provide $2,000,000 for the project; and the Integrated Regional Water Management Plan, Proposition 84 Grant will provide up to $1,500,000 for the project. The remaining cost of the project will be funded by the Flood Control District Fund.

Sufficient funds for the project are included in the Fiscal Year 2013-14 Flood Control District Fund budget. Funding for additional project costs will be requested through the annual budget process. The Flood Control District Fund will be reimbursed with $1,000,000 from the Fourth Supervisorial District Discretionary Fund, which is included in the Fiscal Year 2013-14 Public Works General Fund Budget.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

As discussed below, a MND was prepared for the proposed project in accordance with the requirements of the California Environmental Quality Act (CEQA).

Pursuant to the Board's Civic Art Policy, adopted on December 7, 2004, and amended December 15, 2009, this project is exempt from the Civic Art Fund as it is an infrastructure project.

All documents required for the acceptance of the awarded grants will be subject to approval by County Counsel prior to execution by the Director of Public Works or her designee.

ENVIRONMENTAL DOCUMENTATION

An Initial Study (IS) was prepared for this project in compliance with CEQA. The IS identified potential significant effects of the project, on the environment in the area of biological resources. However, prior to the release of the proposed MND for public review, revisions to the project were made or agreed to which would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, as follows:

Biological Resources: Preconstruction bird surveys and other measures shall be employed to reduce impacts to potential nesting birds protected by the Migratory Bird Treaty Act, including hiring a qualified biologist to survey the proposed construction area to determine if any nesting is occurring. If determined by the biologist that the nesting birds are being disturbed, sound mitigation measures, such as sound shields, sound walls, or blankets around engines may be used until the biologist has determined that nesting birds are not being disturbed or nesting is complete. In addition, no tree with an active nest shall be removed until the nest is vacated.

Although a significant impact was not identified in the area of cultural resources, as protective measure, in the event that cultural resources are discovered during construction, project personnel will halt construction activities as determined by a cultural resource specialist, and notify a qualified archaeologist in order to further minimize a less than significant impact.

The IS and project revisions showed that there is no substantial evidence, in light of the whole record before the County, that the project as revised may have a significant effect on the environment. Based on the IS and project revisions, an MND was prepared for this project.

Public notice was published in The Argonaut newspaper on May 16 and 23, 2013, pursuant to Public Resources Code Section 21092 and posted at the Registrar Recorder/County Clerk pursuant to Section 21092.3. A copy of the draft MND was made available during the public review period at the Marina del Rey Library, located at 4533 Admiralty Way, and was also made available at the Department of Public Works Headquarters building in Alhambra. The draft MND was also posted online on the Public Works web page at: http://dpw.lacounty.gov/go/oxford. Notices regarding the availability of the draft MND were mailed to approximately 20,000 residents within the unincorporated Marina del Rey area and surrounding City of Los Angeles neighborhoods. There were no organizations or individuals who previously requested notice.

A total of 15 comment letters were received from individuals and environmental groups and one letter was received from the City of Los Angeles. Several comments were submitted with concerns regarding the number of trees proposed for removal, and the potential for impact to migratory birds and the habitat. As noted in the responses to comments, the removal of trees along with the proposed planting palette, were based on the recommendation from the Biological Evaluation of the Oxford Basin and are in compliance with the Marina del Rey Land Use Plan. Mitigation measures are included in the MND to reduce the impact to biological resources of the Oxford Basin to less than significant. The proposed project would not substantially reduce the habitat of a fish or wildlife species, cause any fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number of a rare or endangered plant or animal.

Residents were also concerned that the improvement to the Oxford Basin would attract more visitors and possibly more crime, including vagrancy. The proposed project is not expected to negatively impact public safety in the area. Furthermore, Public Works in conjunction with the Department of Beaches and Harbors and the Sheriff's Department, will develop a maintenance plan that includes patrolling the site more frequently and addressing the residents' concerns.

Commenters raised concerns regarding the potential for increased traffic and parking the proposed project would have on the local community. As discussed in the MND, the project would not generate any significant traffic increase, and is not expected to result in parking impacts. A public parking study was conducted to assess the public parking needs within the Marina del Rey area. According to the study, public parking lots in Marina del Rey are underutilized. There are two public parking lots adjacent to the Oxford Basin area that serve nearby residents and visitors.

All comments have been addressed and no new substantial environmental issues have been raised that have not been adequately addressed in the IS/MND. Responses to those comments are included in the final MND, and a response was sent to the City of Los Angeles pursuant to Public Resources Code Section 21092.5.

In response to the public review comments received, changes to the proposed project have been incorporated subsequent to the publication of the Draft IS/MND. These changes include corrections to the draft IS/MND, which do not substantially revise the impact analysis of the draft IS/MND, but instead clarify or amplify aspects of the previously circulated document. The changes would not result in new avoidable significant effects requiring mitigation.

The draft IS/MND identified 400 trees and all shrubs to be removed within 161,000 square feet of the Oxford Basin based on the identification of trees and shrubs as defined in The Jepson Manual: Higher Plants of California (Hickman 1993). The final MND has been revised to reflect the definition of "tree" to match the Marina del Rey Local Coastal Land Use Plan (LUP) Amendment, approved in March 2012. Based on the LUP definition, 250 shrubs identified in the Draft IS/MND have now been

updated to be identified as trees by definition. The change in number of trees is a reflection only of the change in definition and not an increase in the number or count of individual plants to be removed as analyzed in the circulated MND. The final MND does not change the impacts that were analyzed for the removal of 650 individual plants (400 trees and 250 shrubs in the draft IS/MND) and does not require new mitigation.

The MND has not identified any new, avoidable significant effects, and proposed mitigation measures and project revisions will reduce potential effects to a less than significant level as identified in the MND. Therefore, there has been no "substantial revision" of the MND as defined by CEQA, which would necessitate recirculation.

The location of the documents and other materials constituting the record of the proceedings, upon which the Board's decision is based in this matter, is the County of Los Angeles Department of Public Works, Project Management Division II, 900 South Fremont Avenue, 5th Floor, Alhambra, California 91803. The custodian of such documents and materials is Mr. James F. Kearns.

The project is not exempt from payment of a fee to the California Department of Fish and Wildlife pursuant to Section 711.4 of the Fish and Game Code to defray the costs of fish and wildlife protection and management incurred by the California Department of Fish and Wildlife.

Upon the Board's adoption of the MND, Public Works will file a Notice of Determination in accordance with Section 21152(a) of the California Public Resources Code and pay the required filing and processing fees with the Registrar Recorder/County Clerk for $2,231.25.

CONTRACTING PROCESS

Not applicable.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

The project's construction schedule will be coordinated with other construction projects in the Marina del Rey area to minimize impacts on current County services or other projects.

CONCLUSION

Please return one adopted copy of this letter to Department of Public Works, Project Management Division II.

Respectfully submitted,

Gail Farber

GAIL FARBER
Director

GF:JFK:sj

Enclosures

c: Auditor-Controller
Chief Executive Office (Santos Kreimann, Rita Robinson)
County Counsel
Department of Beaches and Harbors
Executive Office
Department of Human Resources

December 3, 2013

ENCLOSURE

OXFORD RETENTION BASIN MULTIUSE ENHANCEMENT PROJECT
UNINCORPORATED COMMUNITY OF MARINA DEL REY
ADOPT MITIGATED NEGATIVE DECLARATION AND
MITIGATION MONITORING AND REPORTING PROGRAM
APPROVE THE PROJECT
ACCEPT THE GRANT FUNDING
SPECS. 7253
(FOURTH DISTRICT) (3 VOTES)

I. PROJECT SCHEDULE

Project Activity	Completion Date
Design	
Construction Documents	12/31/13
Jurisdictional Approvals	03/03/14
Construction Bid and Award	
Bid Opening	04/02/14
Construction	
Substantial Completion	06/17/15
Project Acceptance	08/03/15

FINAL
MITIGATED NEGATIVE DECLARATION
AND
INITIAL STUDY

OXFORD RETENTION BASIN MULTIUSE ENHANCEMENT PROJECT

Prepared for:

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

DEPARTMENT OF PUBLIC WORKS
900 S. Fremont Avenue
Alhambra, CA 91803

Prepared by:

CHAMBERS GROUP, INC.
5 Hutton Centre Drive, Suite 750
Santa Ana, California 92707
(949) 261-5414

OCTOBER 2013

ERRATA FOR CEQA DOCUMENTATION

In response to comments from the public and other public agencies, the Proposed Project has incorporated changes subsequent to publication of the Draft Initial Study/Mitigated Negative Declaration (IS/MND). These changes do not substantially modify the impact analysis of the Draft IS/MND, but instead clarify aspects of the previously circulated document. These changes have been incorporated into the Final IS/MND. Additionally, the Final IS/MND includes corrections to the Draft IS/MND.

Revisions Regarding Distinction Between "Trees" and "Shrubs"

The Draft IS/MND identified 400 trees and as well as all shrubs to be removed within 161,000 square feet of Oxford Basin based on the identification of trees and shrubs as indicated in the "Tree Survey Results Memo Report for the Oxford Retention Basin Flood Protection and Multiuse Enhancement Project" prepared in March 2011 by Chambers Group, Inc. This memo report defined trees and shrubs using definitions from The Jepson Manual: Higher Plants of California (Hickman 1993). The Jepson Manual defines "tree" as: "A woody plant of medium to tall maximum height, with generally one relatively massive trunk at the base. (see shrub)" and "shrub" as: "1. A woody plant of relatively short maximum height. 2. A woody plant much-branched from the base. (see tree, subshrub)."

The Final MND has been revised to reflect the definition of "tree" to match the Marina del Rey Local Coastal Program Land Use Plan (LUP) Amendment, amended in March 2012, which defines "tree" as "[a] palm or a plant having a permanently woody main stem or trunk, ordinarily growing to a height over eight (8) feet and usually developing branches at some distance from the ground." Based on the LUP definition, 250 shrubs identified in the Draft IS/MND have now been updated to be identified as trees by definition.

The change in number of trees is a reflection only of the change in definition and not an increase in a number or count of individual plants to be removed. The Final IS/MND does not change the impacts that were analyzed for the removal of 650 individual plants (400 trees and 250 shrubs in the Draft IS/MND) and does not require a new mitigation measure.

The mitigation proposed for the project remains the same; specifically, over 650 trees will be planted, but to reflect the change in nomenclature, the ratio of replacement has changed from approximately 1.5:1 to 1:1 and will not include additional trees to be used for another future project in Marina del Rey. The project remains in compliance with the Marina del Rey Local Coastal Plan Land Use Plan Amendment.

CEQA Requirements

State CEQA Guidelines §15073.5(a) requires that a lead agency recirculate a negative declaration "when the document must be substantially revised." A "substantial revision" includes: (1) identification of a new, avoidable significant effect requiring mitigation measures or project revisions and/or (2)

determination that proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required.

State CEQA Guidelines additionally specify situations in which recirculation of a negative declaration is not required. This includes, but is not limited to, situations in which "new information is added to the negative declaration which merely clarifies, amplifies, or makes insignificant modifications to the negative declaration." As noted above, revisions to the IS/MND regarding the distinction between "trees" and "shrubs" serve to clarify the project being analyzed, and these edits do not meet the threshold of "substantial revisions" established by CEQA. Recirculation of the IS/MND is therefore similarly not required in accordance with § 15073.5(c)(4).

Initial Study Text Revisions/Errata

Minor text changes, including those noted above, have been made to the Draft Initial Study/Mitigated Negative Declaration and incorporated as part of the Final Initial Study/Mitigated Negative Declaration. These changes do not substantially modify the impact analysis of the Draft IS/MND, but instead clarify aspects of the previously circulated document. Consequently, the changes would not result in new avoidable significant effects requiring mitigation. All impacts would remain less than significant. Text changes are noted with underline (for added text) or strikeout type (for deleted text). These text changes occur in the following locations in Final IS/MND:

Table of Contents (page ii)

List of Appendices (page ii)

List of Figures (page iii)

List of Tables (page iii)

Section 1.0, Number 4, Figure 1 (page 2)

Section 1.0, Number 8, Description of Project (pages 4, 6, and Table 1 on page 7)

Section 1.0, Number 9, Surrounding Land Uses and Setting (page 8)

Section 1.0, Number 8, Figure 4 (page 10)

Section 2.0, Number 1, Aesthetics, Subsection a (pages 12-13)

Section 2.0, Number 1, Aesthetics, Subsection b (page 13)

Section 2.0, Number 1, Aesthetics, Subsection c (page 14)

Section 2.0, Number 3, Air Quality, Subsection b (Table 7 on page 20)

Section 2.0, Number 4, Biological Resources, Subsection a (page 25)

Section 2.0, Number 4, Biological Resources, Subsection b (page 27)

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SECTION 1.0 – ENVIRONMENTAL CHECKLIST FORM

1. Project Title:

Oxford Retention Basin Multiuse Enhancement Project

2. Lead Agency Name and Address:

Los Angeles County Flood Control District
900 S. Fremont Avenue
Alhambra, CA 91803

3. Contact Person and Telephone Number:

Reyna Soriano
(626) 458-5192

4. Project Location:

Between Washington Blvd. and Admiralty Way in unincorporated Marina del Rey, Los Angeles County, CA (Figure 1)

5. Project Sponsor's Name and Address:

Los Angeles County Flood Control District
900 S. Fremont Avenue
Alhambra, CA 91803

6. General Plan Designation:

Open Space – Marina del Rey Land Use Plan

7. Zoning:

Specific Plan – Oxford Flood Control Basin

8. Description of Project:

Oxford Basin is a flood control facility operated by the Los Angeles County Flood Control District. The Oxford Basin site occupies an area of approximately 10.7 acres. The basin itself is a large retention pond that is inundated year-round with urban and storm water runoff, high groundwater, and tidal inflows from Basin E of Marina del Rey. Automatically controlled tide gates allow Oxford Basin to exchange water with the Marina and are currently programmed to maintain a consistent level in Oxford Basin. The Oxford Retention Basin Multiuse Enhancement Project proposed by the Los Angeles County Department of Public Works (LACDPW) is designed to improve water quality, habitat quality, aesthetics, and recreational opportunities in the Oxford Basin.

Figure 1: Project Location Map

Figure 2 shows the location of various facilities in Oxford Basin. Two Los Angeles County Flood Control District storm drains discharge into Oxford Basin. Project No. 5243, constructed in 1969, was designed for the 10-year flow of 235 cubic feet per second (cfs), and Project No. 3872, constructed in 1972, was designed for the 10-year storm flows of 235 cfs.

The two existing tide gates at Oxford Retention Basin used to regulate tide water from entering and exiting the basin will need replacement due to deterioration. Likewise, various components associated with the operation of the tide gates including the wall thimbles (heavy cast iron fittings), stems (lifting rods), and electric motor operators need replacement due to deterioration. The two existing tide gates will be replaced with new stainless steel gates measuring approximately 84-inch by 84-inch and 72-inch by 72-inch. Also, the mounting wall for each gate will be modified to address the installation of the gates. A plan to keep the marina water from entering the work area around the tide gates will be implemented. This may include the use of a bladder type dams to prevent water passage through the tide gates. This will remain in place until all the sediment removal and the new grading within the basin and berm construction are completed.

To restore Oxford Basin's original capacity and improve sediment quality, the project would excavate approximately 3,000 cubic yards (cy) of accumulated sediment and sediment-associated pollutants (e.g., petroleum and metals) from the bottom of Oxford Basin. An Environmental Investigation Report was prepared to assess the subsurface conditions of the project site and classify the sediment for disposal purposes. The sediment will be disposed of at Class I (hazardous waste) and III (non-hazardous waste) landfills. Of these soils, it is anticipated approximately 250 cy would be disposed of at a Class I landfill, and approximately 2,750 cy would go to a Class III landfill.

To improve circulation of water within the basin and improve water quality, the project would construct a new vegetated berm between the tide gates in Oxford Basin. The berm will increase tidal exchange and divert the flow in from one side of the basin and out the other side. The proposed berm will be approximately 0.45 acre. The opening cycle of the tide gates would be programmed with the intent to improve water circulation and water quality. A steel-grated landing would be installed above the two tide gate inlet structures to provide safer access for trash rack maintenance. In addition, a new maintenance vehicle access ramp from Admiralty Way would be constructed adjacent to the tide gate control house.

In the past, basin water has over flowed onto Washington Boulevard. To prevent this from reoccurring, a new 1,050-foot-long reinforced concrete parapet wall would be constructed to elevation 8.0 feet mean sea level (MSL). This would create 2 feet of freeboard along the basin's northern and western rim. The wall would be a maximum of approximately 2 feet above finished grade. The existing 7-foot-wide catch basin on the south side of Oxford Avenue at the intersection of Oxford Avenue and Olive Street would be reconstructed to include a new 12-inch connector pipe with a flap gate installed at the connection to Storm Drain Project 5243, which outlets to Oxford Basin. The reconstruction of the catch basin along with the flap gate at the connector pipe will prevent any future backflow from Storm

Drain Project 5243 from flooding Oxford Avenue due to excess high water level in Oxford Basin. Local drainage will be further improved by the removal and replacement of existing valves in four catch basins on Oxford Avenue and Olive Street with more efficient flap gates that operate at a lower pressure head. The new flap gates are similar in design to the existing system, but operate at different pressure heads. ~~Two trash excluders will be mounted to the outlet of Project 5243 to prevent the discharge of trash to the storm drain system.~~No new catch basin is proposed at Admiralty Way and Marine Way.

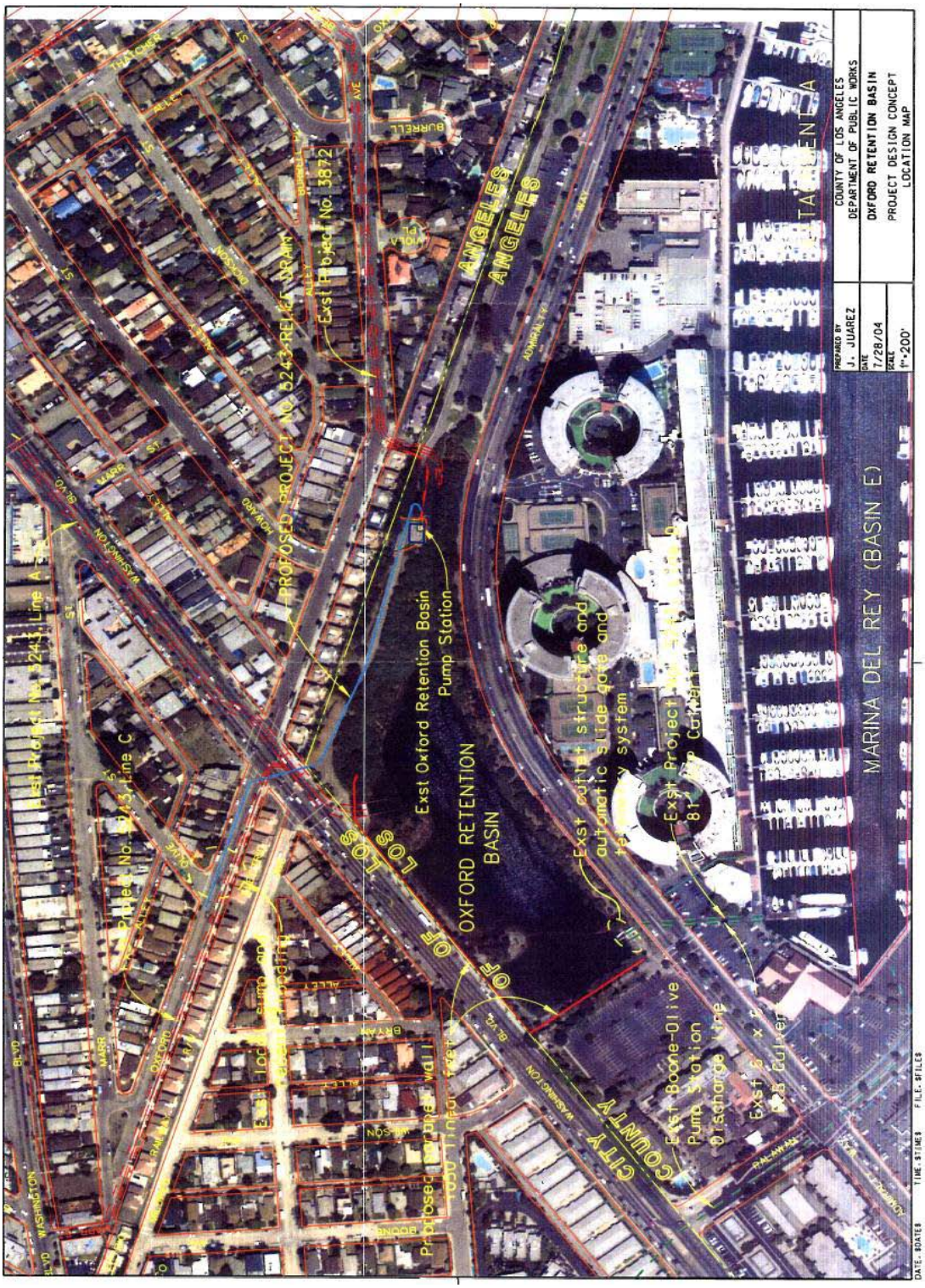
~~A single-grated catch basin may be constructed on the northerly side of Admiralty Way near the driveway to the Marina Apartments. The catch basin will collect localized storm flows along the roadside and driveway. The flows will be conveyed through a 12 inch pipe that will cross the roadway and outlet into Oxford Basin.~~ The existing dirt path at the east end of the basin near Storm Drain Project 3872, which currently is not used to launch boats, will be replaced ~~and~~ with a new paved boat ramp. The proposed boat ramp will allow access to the basin for routine maintenance, trash removal, and water quality monitoring. The double 8-foot-high gates at the entrance to the boat ramp will continue to prevent access to the public. The gate will be locked in similar fashion to other Flood Control District public right-of-way access gates.

Approximately 400 linear feet of slope along Admiralty Way near Storm Drain Project 3872 is within the Admiralty settlement project and has been previously repaired with cement sandbags to stabilize the basin slopes. This area has been settling due to poor subgrade material that is made up of landfill material. This project will reconstruct the existing slope with Green Terramesh® soil reinforcement system or an approved equal substitute to stabilize the underlying soils.

Two proposed bioretention systems will be constructed along the southside of Admiralty Way adjacent to Oxford Basin to collect local run-off from the roadway. Approximate 4 inch curb cut opening will convey low flow into the vegetated shallow depression to filter through the plants and media. A 6-inch subdrain below the media will outlet to Oxford Basin. An impermeable linear will be constructed under and on the each side of the bioretention basin to prevent infiltration into the roadway.

Habitat quality would be improved by replacing non-native vegetation with more native vegetation. Native vegetation has greater value to wildlife than existing non-native vegetation and requires less water. Approximately 161,000 square feet total of non-native vegetation will be removed along the basin perimeter and replaced with more native, drought-tolerant plants. Proposed improvements within these 161,000 square feet include removing and replacing approximately 400 trees, of which approximately 300 are diseased, and approximately 250 shrubs classified as trees by the Marina del Rey Land Use Plan with ~~550~~ over 650 trees~~, which more than~~ to ~~complies~~ comply with the 1:1 tree replacement requirement per the Marina del Rey Land Use Plan. ~~The landscaping plans also call for an additional 100 trees to be planted in Oxford Basin; these trees may be used towards tree replacement necessary under the Marina del Rey Land Use Plan requirement for another future project in Marina del Rey.~~ An irrigation system would be installed to establish the new plants. The irrigation system will be permanent, and valves within the basin area can be turned off after plant establishment, if desired; however, irrigation for areas along the edges of the site (e.g., parkways, entrance areas, screening areas, etc.) will continue to operate. As a result of this project, wetland area would increase by approximately 12,197 square feet.

Figure 2: Oxford Basin Facilities



In addition to removing non-native vegetation along the basin perimeter, approximately 6,700 cy of contaminated soils within the project footprint along the basin perimeter would be removed. An Environmental Investigation Report was prepared to classify the soil for disposal purposes. Of these soils, approximately 3,700 cy would be disposed of at a Class I (hazardous waste) landfill, likely Kettleman Hills Landfill or Betty US Ecology Landfill, and approximately 3,000 cy would go to a Class III (non-hazardous waste) landfill. The contaminated soils would be replaced with clean imported fill.

To improve recreational opportunities, six observation areas overlooking Oxford Basin are proposed; two along Washington Boulevard and four along Admiralty Way. The observation areas along Admiralty would likely consist of composite wood decking platforms and the observation areas along Washington would likely consists of slightly raised paved platforms. The proposed observation areas would likely include hand rails, metal frame seating (e.g., park benches, seat walls), lighting, and trash receptacles. The project design includes the addition of approximately ten trash cans total surrounding the basin.

The proposed 6- to 8-foot-wide pervious, stabilized, decomposed granite walk/jog path with wildlife-friendly lighting would be constructed around the perimeter of the basin. The paths along Admiralty Way and the northeast side of the site will have approximately 43-inch-high bollard lighting. The bollards will be spaced approximately 25 feet apart on the basin side of the paths, and light will be directed down onto the path, away from the basin. The Admiralty Way area is currently lit by street lights. The existing sidewalk along Admiralty Way would be replaced with approximately 6-foot-wide landscaped parkway adjacent to the street curb and a 6-foot-wide decomposed granite walking trail. Interpretative signage would be installed at the observation decks and along the walk/jog path to educate visitors about storm water pollution prevention measures, native plants, and local wildlife. Proposed perimeter fencing with approximately 3,550 linear feet of 4-foot-high ornamental steel fencing would be installed around the perimeter of the basin to provide space for safety purposes between the public area and the basin's water edge. The fencing will not close off pedestrian use of the walking paths. Final design features may vary slightly. Should the design process result in substantially different features, Public Works will review the document to determine if any further review under CEQA is necessary. Figure 3 shows the site plan. Figure 4 shows the tree removal plan.

The project has been designed to avoid safety impacts to recreational users of the project area. Construction areas would be fenced during construction, and signs would be placed to keep recreational users away from construction equipment and activities. Additionally, a bike detour may be provided during construction as a safety measure. Once construction is finished, no safety hazards to recreational users of Oxford Basin would remain beyond existing hazards. The perimeter fence will remain at the site to protect the habitat within the basin and to discourage trespassing, and the fence has been designed to be less obstructive for visual purposes. Public safety will be enhanced at the site due to the new 6- to 8-foot wide walk/jog path with perimeter lighting. The new walk/jog path would be safer than the existing path because it would separate pedestrians from cyclists and would be lit at night.

Table 1 shows the anticipated project schedule and anticipated equipment. Project construction is anticipated to occur from April 2014 to December 2014. The total construction duration is estimated to be 180 working days. Construction would occur 8

hours per day, 5 days per week during weekdays. Construction within the basin would begin first so that this work could be completed before the rainy season. The staging areas would be used during the non-storm season (i.e., April to October) and will likely be located inside the basin right-of-way, near the boat ramp in the northeastern portion of the basin and the two peninsulas along Washington Blvd. However, the contractor is required to secure their own staging area. An average of five workers per day, in addition to as many as eight equipment operators, are anticipated. Parking for workers may be at the adjacent Los Angeles County Department of Beaches and Harbors parking lot (Parking Lot 7 on the northeast side of basin).

Table 1: Proposed Project Schedule and Equipment

Activity	Month of Activity*	Months**	Total Days	Days/week	Hrs/day	Equipment						Total Days for Haul Truck Trips
						Excavator	Loader	Twin bottom trucks	Dozer	Conc. truck	Haul Truck Trips per day	
Workers per equipment						1	1	1	1	1		
Excavation & grading	Apr/May/Jun/July	3	60	5	8	2x	2x	2x	1x		36	20
Berm	May/Jun	1	30	5	8	1x	1x	2x	1x	3x	10	15
Walk, sidewalk, concrete wall, fencing	July/Aug/Sept	3	60	5	8					3x	2	30
Landscaping, irrigation	Sept/Oct/Nov/Dec	4	80	5	8						2	60
Trash TMDL device	Jun	0.25	5	5	8						2	2
Access and Boat Ramp	Jun/July	1	30	5	8	1x	1x		1x	3x	2	10

NOTE: * The month of activity is an example of a potential schedule and may change. This table does not provide the actual construction schedule.
** The months have been estimated as the maximum timeframe for calculating traffic and air quality impacts only. Actual duration may vary.

The sediment would be excavated in the dry, non-storm season after the basin is dewatered. Sediment would be disposed of using dump trucks with a haul capacity of 20 cy to haul the sediment to an appropriate landfill. The soil below the waterline for this project will present a problem in that sufficient drying time (via stockpiling) may not occur and when loaded onto a bottom dump truck, leakage of muddy water could occur. Leaking trucks on any haul route is an issue. Methods to prevent leakage include either plastic-lined 20 cy end dump trucks or water-tight 15 cy roll on/roll off bin trucks. During excavation and grading of the basin, approximately 36 haul trucks per day would be working for a total of approximately 20 days. Berm construction would require approximately 10 truck trips per day for a period of approximately 15 days. It is anticipated that trucks will use Washington Blvd. onto the 405 freeway to haul the sediment material. The remaining project phases would require approximately two truck trips per day. Some of the sediment has been classified as hazardous waste material. Any such material would be handled according to regulations with required protocols and taken to an appropriately licensed and permitted

landfill, which would most likely be the Kettleman Hills Landfill in the Central Valley or Betty US Ecology in Nevada. Sediment classified as non-hazardous would be trucked to a local

landfill, as appropriate. Currently Public Works and Department of Beaches and Harbors personnel access the basin to clear trash and vegetation. No change in vehicle access is expected after the project is completed.

Maintenance activities will be similar for existing landscape areas; however, the new decomposed granite paths will require maintenance to keep them graded smooth, and the decks and observation areas are also new uses for the site.

9. Surrounding Land Uses and Setting:

The project site is surrounded by residential and commercial land uses. ~~Single~~To the north, there are single-family residences and commercial property ~~are~~ located~~, at the closest point to the project,~~ approximately 200 feet to the north (on the opposite side of the intersection of Washington Blvd. and Oxford Ave.)~~,~~; single-family residences are approximately 100 feet northwest of the project boundary (on the opposite of Washington Blvd.)~~,~~; a parking lot is located adjacent to the project boundary to the west; and there are single-family residences adjacent to the existing bike trail on the east-northeast as well as single- and multi-family residences and commercial property approximately ~~85~~ 100 feet northeast of the project boundary (~~adjacent to the existing bike trail and~~on the opposite side of Oxford Ave.)~~ of the project site~~. These single family residences are considered sensitive receptors. The Ritz-Carlton Marina del Rey is located 1,100 feet southeast of the project site; and the former Marina International Hotel construction site (currently being converted to a Hilton Garden Inn), Admiralty Apartments, Jamaica Bay Inn, and Marina del Rey Marriott are located to the south along Admiralty Way. The Hilton Garden Inn is 320 feet from Oxford Basin, Admiralty Apartments is 750 feet from the site, Jamaica Bay Inn is 330 feet from the basin, and the Marina del Rey Marriott is 1,250 feet from the site. The Marina City Club towers are directly across from Oxford Basin along Admiralty Way, 150 feet from the site. The Marina del Rey marina is also located south of the project site. Yvonne B. Burke Park is located adjacent to the east of the project site.

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

Table 2: Public Agencies and Permit/Approval

Agency	Permit/Approval
US Army Corps of Engineers	404 Permit
Regional Water Quality Control Board	401 Water Quality Certification
California Dept. of Fish and Wildlife	1602 Streambed Alteration Agreement
County of Los Angeles Dept. of Regional Planning	Coastal Development Permit

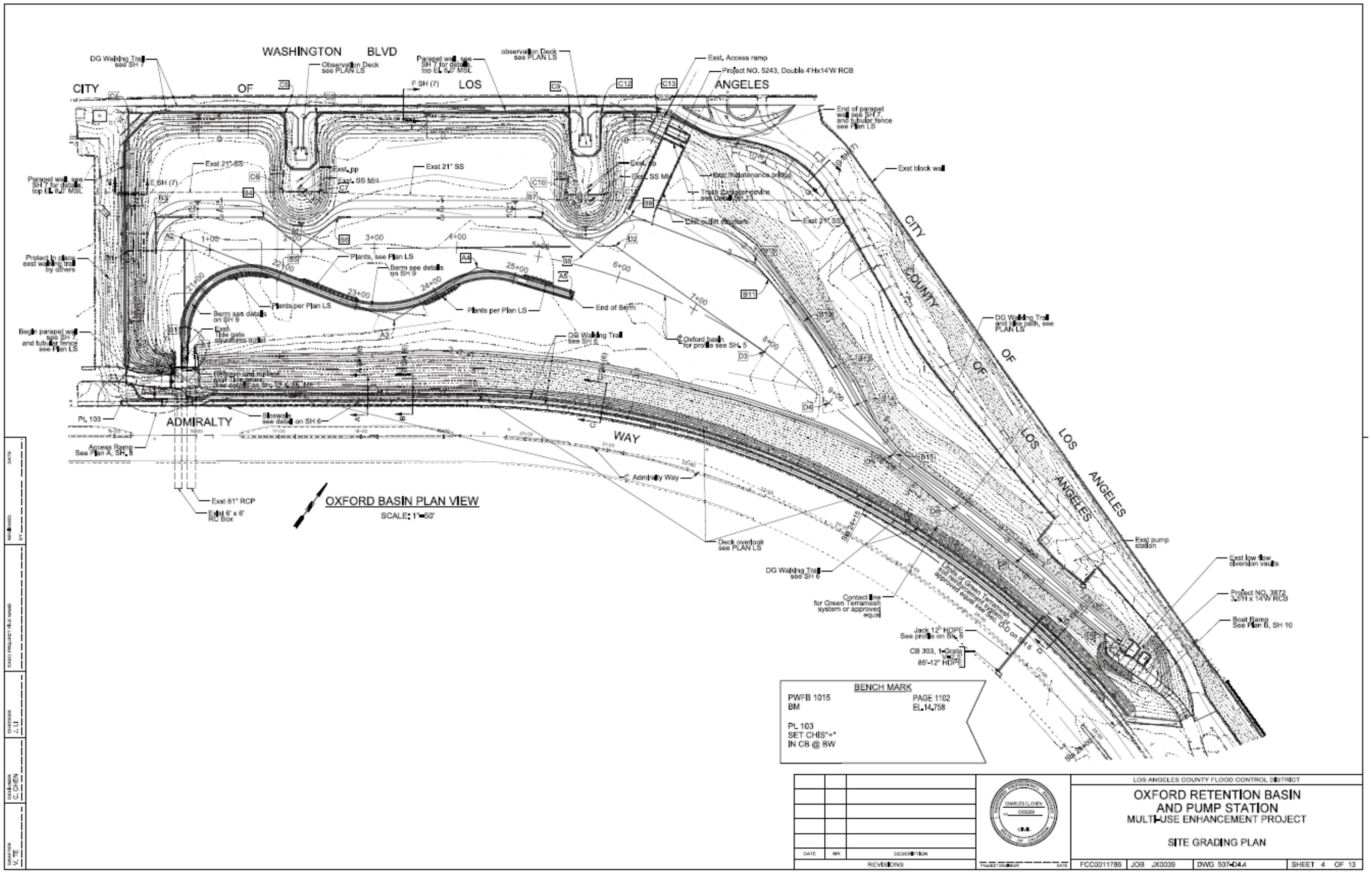


Figure 3: Site Plan

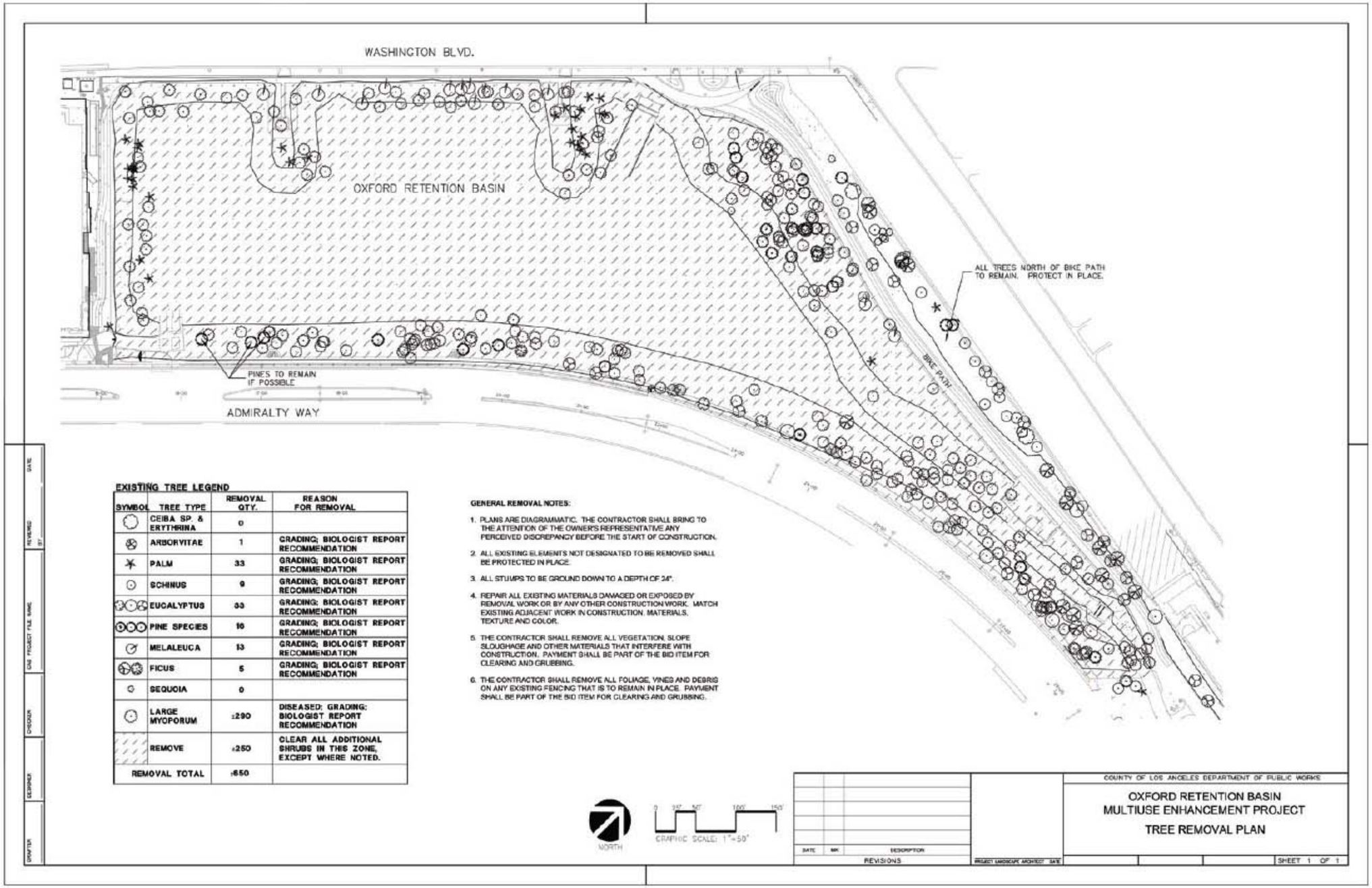


Figure 4: Tree Removal Plan

SECTION 2.0 – ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

☐ Aesthetics	☐ Greenhouse Gas Emissions	☐ Population / Housing
☐ Agriculture/Forestry Resources	☐ Hazards/Hazardous Materials	☐ Public Services
☐ Air Quality	☐ Hydrology/Water Quality	☐ Recreation
☒ Biological Resources	☐ Land Use / Planning	☐ Transportation and Traffic
☐ Cultural Resources	☐ Mineral Resources	☐ Utilities / Service Systems
☐ Geology and Soils	☐ Noise	☒ Mandatory Findings of Significance

Determination

On the basis of this evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☑ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ _____

Signature Date

_____ _____

Printed Name Agency

1. AESTHETICS

Oxford Basin is a drainage basin. The surrounding area is urban, comprised primarily of commercial and residential land uses, including high-rise buildings. Oxford Basin currently provides views of open water, vegetation, and wildlife.

a) Would the project have a substantial adverse effect on a scenic vista?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

A scenic vista is a viewpoint that includes landscape or scenery that provides aesthetic value for the benefit of the general public. No scenic vistas or scenic corridors occur in the vicinity of the project site, as designated by the State Scenic Highway Program. However, a part of the Coastal Alignment from Ventura County Line to Orange County Line, proposed as a scenic highway by the County of Los Angeles, is identified in Section 2, Number 9 (Coastal Visual Resources) of the Marina del Rey Land Use Plan (County of Los Angeles 2012) and the Scenic Highway Element of the Los Angeles County General Plan (last updated October 11, 1974). This alignment follows Via Marina at Pacific Avenue north to Admiralty Way, Admiralty to Fiji Way, Fiji east to Lincoln Boulevard, and Fiji west to its terminus. No other scenic vistas are identified within Oxford Basin in the Marina del Rey Land Use Plan. Oxford Basin currently provides views of open water, vegetation, and wildlife; however, there currently are no native California trees of particular aesthetic value on the project site. There are no aesthetically significant archaeological or historic buildings on the project site. Although a change in landscaping would occur, this change would be compatible with the basin and consistent with the landscape in surrounding land uses with more native vegetation. This change will not alter the scenic highway pathway and will not block access or eliminate a formerly available public viewing position.

The restoration of Oxford Basin would improve views of the basin by reducing trash and algal growth and by replacing non-native vegetation with more native plants, which is consistent with Coastal Policy Act 30251, which states:

> The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

As identified in the Conservation and Management Plan for Marina del Rey (Hamilton 2010), Oxford Basin was landscaped extensively with non-native trees and shrubs after the LACFCD assumed the site as a flood control facility in 1973. The practice of non-native landscaping is currently recognized as not ecologically sound. The project will remove about 400 non-native trees (e.g., myoporum, melaleuca, eucalyptus, palm), of which approximately 300 are a grove of invasive myoporum that are diseased (presumably with myoporum thrip (*Klambothrips myopori*), and approximately 250 non-native shrubs classified as trees by the Marina del Rey Land Use Plan and replace them with a more native and aesthetic lower-profile landscape of over 650 trees and large shrubs that will grow to 8 feet in height or larger at maturity (e.g., coast live oak, California bay (laurel), willow, elderberry, mule fat). Planting of replacement trees will commence upon completion of construction. Disruption of the vegetated

landscape view would occur only during construction. However, upon construction completion a new vegetated landscape view will be installed and overtime it will mature and provide a more native landscape than existing conditions. Native vegetation would improve wildlife use, which would provide improved wildlife viewing to visitors.

This replacement effort is consistent with the "Restoration and landscape management considerations for upper slopes" for Oxford Basin identified in Section B.5 of the Marina del Rey Land Use Plan (County of Los Angeles 2012). This section states:

> Non-native vegetation should be removed from all parts of Oxford Basin on a regular, continuing basis under the supervision of a qualified professional, except where demonstrated to be critical to fulfilling an important natural process (e.g., retention of a small number of eucalyptus, ficus, or other non-native trees with regularly-nesting herons/egrets), consistent with the operation and maintenance requirements of the Los Angeles County Flood Control District ("LACFCD").

The project changes to features of the existing vegetation community (e.g., non-native trees and shrubs to native trees and shrubs at a different ratio) would improve the character of the landscape. The new large native trees and shrubs in combination with the proposed plant palette (Appendix A) would provide a mixed vegetation community and local California native character to Oxford Basin. Although a change in landscaping would occur, this change would be compatible with the basin and consistent with the landscape in surrounding land uses with more native vegetation, as recommended in the Marina del Rey Land Use Plan (County of Los Angeles 2012). This change will not alter the scenic highway pathway, as identified in the 2012 Marina del Rey Land Use Plan, and will not block access or eliminate a formerly available public viewing position. Occupants of the surrounding high-rise buildings as well as people at ground level will continue to have the same viewpoint of the basin as they currently experience, but with the new vegetation profile. The project also would provide overlooks and a trail. Once the new vegetation is established, the project would result in an improved visual appearance for the project site compared to the existing condition. Therefore, impacts to scenic vistas would be Less than Significant.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☑

Scenic resources are the landscape patterns and features that contribute to the aesthetic distinction of designated scenic highways and corridors (or routes), and hillsides and ridgelines. The project is not within a designated state scenic highway. However, a part of the Coastal Alignment from Ventura County Line to Orange County Line, proposed as a scenic highway, is identified in Section 2, Number 9 (Coastal Visual Resources) of the Marina del Rey Land Use Plan (County of Los Angeles 2012) and the Scenic Highway Element of the Los Angeles County General Plan (last updated October 11, 1974). This alignment follows Via Marina at Pacific Avenue north to Admiralty Way, Admiralty to Fiji Way, Fiji east to Lincoln Boulevard, and Fiji west to its terminus. The nearest adopted Los Angeles County Scenic Highway is Malibu Canyon Road, over 20 miles away. The nearest officially Designated State Scenic Highway is Angeles Crest Highway, over 20 miles away. No rock outcroppings, historic buildings, or scenic resources occur within the project site. The restoration of Oxford Basin would improve views of the basin by reducing trash and algal growth, replacing non-native vegetation with more native plants and constructing overlooks and a trail. Lighting would be directed downward so that glare would not be

increased. New fencing would be designed to be aesthetically pleasing. The resulting views and scenery within the project area would be similar to or better than existing conditions. Since the project is not located within a state scenic highway, no impact to scenic resources within a state scenic highway would occur.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?	Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
	☐	☐	☑	☐

The proposed project would not degrade the existing visual character or quality of the site or its surroundings. The project would retain Oxford Basin's visual character as open water and vegetated area. The restoration of Oxford Basin would improve views of the basin by reducing trash and algal growth and replacing non-native vegetation with more native plants. Improvements in circulation are expected to reduce algal growth, which would improve the views of the water feature. Native vegetation would improve wildlife use, which would provide additional wildlife viewing to visitors. The approximately 400 non-native trees and 250 non-native shrubs classified as trees by the Marina del Rey Land Use Plan that will be removed will be replaced with over 650 trees and large shrubs that will grow to 8 feet in height or larger at maturity. The removal of non-native trees therefore would represent a temporary loss of large shrubs and trees until the new vegetation grows and would be a Less than Significant impact.

During construction, the presence of construction equipment and activities would temporarily degrade views. Lighting would be directed downward so that glare would not be increased. New fencing would be designed to be aesthetically pleasing. The resulting views and scenery within the project area would be similar to existing conditions. Because construction is temporary, these impacts would be Less than Significant.

d) Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
	☐	☐	☑	☐

Lighting would be installed along the perimeter trail to make the trail safer for walking. The proposed paths along Admiralty Way and the northeast side of the site will have approximately 43-inch high bollard lighting. The bollards will be spaced approximately 25 feet apart on the basin side of the paths and will direct light down onto the path, away from the basin. The Admiralty Way area is currently lit by street lights. The lighting would be directed downward and would not create substantial light or glare or affect views in the area. Impacts due to light or glare to day or nighttime views in the project area would be Less than Significant.

2. AGRICULTURE AND FORESTRY RESOURCES

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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☑

Oxford Basin is not located on farmland. The proposed project will have no impact on farmland.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☑

Oxford Basin is not zoned for agricultural use, and the only Williamson Act parcels in the County are on Santa Catalina Island. The proposed project will not conflict with existing zoning for agricultural use or a Williamson Act contract.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☑

Oxford Basin is located in an urban area. The proposed project will not conflict with existing zoning or cause rezoning of forest land, timberland, or timberland zoned Timberland Production.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☑

Oxford Basin is located in an urban area. The proposed project will not result in the loss of forest land or the conversion of forest land to non-forest use.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☑

Oxford Basin is located in an urban area. The proposed project would not involve any conversions of farmland to non-agricultural use or conversion of forest land to non-forest use.

3. AIR QUALITY

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

The project site lies within the South Coast Air Basin (Basin), which is managed by the South Coast Air Quality Management District (SCAQMD). National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone, sulfur dioxide (SO_2), nitrogen dioxide (NO_2), inhalable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead. The CAAQS also set standards for sulfates, hydrogen sulfide, and visibility.

Areas are classified under the Federal Clean Air Act as either "attainment" or "nonattainment" areas for each criteria pollutant based on whether the NAAQS have been achieved or not. Attainment relative to the State standards is determined by the California Air Resources Board (CARB). The project site is located in the Los Angeles County portion of the Basin. Los Angeles County is designated as a nonattainment area for ozone and PM_{10}; Federal nonattainment and state attainment for CO; and an attainment area for SO_2, NO_2, and lead (Table 3).

Table 3: Designations/Classifications for the Basin

Pollutant	State Designation	Federal Designation (Classification)
Ozone	Nonattainment	Nonattainment (Extreme)[1]
PM_{10}	Nonattainment	Nonattainment (Serious)
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Maintenance[2]
NO_2	Attainment	Maintenance[3]

[1] On May 5, 2010 EPA approved SCAQMD's petition for an Extreme classification
[2] On April 24, 2007, EPA's Regional Administrator signed a final rule to approve the South Coast Maintenance Plan and Redesignation Request for Carbon Monoxide.
[3] On January 15, 2009, EPA's Regional Administrator signed a final rule to approve in part and disapprove in part the South Coast 2003 1-hour ozone plan and the NO_2 maintenance plan. The parts of the plan, prepared by the SCAQMD and the CARB, which EPA approved, strengthen the SIP.

Source: CARB 2006.

The proposed project would not conflict with or obstruct the implementation of the AQMP. Operation of the proposed project would not change following implementation of the project and no land uses are proposed that are different from those anticipated for the property in long range planning. Standards set by the SCAQMD, CARB, and federal agencies relating to the project would be required and incorporated at applicable design and approval stages. Specific air quality project construction impacts

related to criteria pollutants are discussed in subsection b) below. Impacts related to obstructing implementation of air quality plans would be Less than Significant for the proposed project.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

As shown in Table 3, Los Angeles County is designated as a federal and state nonattainment area for ozone, $PM_{2.5}$, and PM_{10}, and a federal maintenance area for CO and NO_2. SCAQMD, the regional agency that regulates stationary sources, maintains an extensive air quality monitoring network to measure criteria pollutant concentrations throughout the Basin.

The project site is situated in Source Receptor Area (SRA 2), Northwest Los Angeles County Coastal Air Monitoring region. Projects located in the same SRA are subject to similar weather patterns and ambient emission levels. The nearest SCAQMD monitoring site to the project is located in Los Angeles on West Westchester Parkway, approximately 3 miles southeast of the project site. However, this site only monitors the pollutants of concern, ozone, CO, and PM_{10}. The nearest site that monitors $PM_{2.5}$ is located in Compton, approximately 15 miles east southeast of the project site. Table 4 summarizes the composite of gaseous pollutants monitored from 2007 through 2009.

The monitoring data shows that there were no violations of CO, State 1-hour ozone, and federal or state ozone standards in the most recent three years at the Westchester Park Station. The Compton station exceeded the federal $PM_{2.5}$ standard in 2009 and 2010, but did not exceed in 2011. The State PM_{10} standard was exceeded in 2009 only, but the federal PM_{10} standard was not exceeded.

Table 4: Ambient Air Quality Monitoring Summary

Air Pollutant	2009	2010	2011
Ozone (O_3) – Westchester Parkway			
Max 1 Hour (ppm)	0.077	0.089	0.078
Days > CAAQS (0.09 ppm)	0	0	0
Max 8 Hour (ppm)	0.070	0.070	0.067
Days > NAAQS (0.08 ppm[1])	0	0	0
Days > CAAQS (0.070 ppm)	0	0	0
Carbon Monoxide (CO) – Westchester Parkway			
Max 8 Hour (ppm)	1.99	2.19	1.79
Days > NAAQS (9 ppm)	0	0	0
Days > CAAQS (9.0 ppm)	0	0	0
Particulate Matter (PM_{10}) – Westchester Parkway			
Max Daily California Measurement	**52**	47	41
Days > NAAQS (150 µg/m^3)	0	0	0
Days > CAAQS (50 µg/m^3)	3	0	0
Particulate Matter ($PM_{2.5}$) – Compton			
Max Daily National Measurement	**69.2**	**38.2**	35.3
Days > NAAQS (35 µg/m^3)	3	1	0

Abbreviations:
> = exceed
ppm = parts per million
µg/m^3 = micrograms per cubic meter
CAAQS = California Ambient Air Quality Standard
NAAQS = National Ambient Air Quality Standard Mean = Annual Arithmetic Mean
Bold = exceedance
Source: CARB 2012

To estimate if the project may adversely affect the air quality in the region, the SCAQMD has prepared the CEQA Air Quality Handbook to provide guidance to those who analyze the air quality impacts of proposed projects. Based on Section 182(e) of the Federal Clean Air Act, the SCAQMD set CEQA significance thresholds for potential air quality impacts as shown in Table 5.

The SCAQMD Governing Board adopted a methodology for calculating localized air quality impacts through localized significance thresholds (LSTs) (SCAQMD 2005)[1], which is consistent with SCAQMD's Environmental Justice Enhancement Initiative I-4. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable state or national ambient air quality standard. The LSTs are developed based on the ambient concentrations of that pollutant for each source receptor area and are applicable to NO_X, CO, PM_{10}, and $PM_{2.5}$.

[1] Final Localized Significance Threshold Methodology. South Coast Air Quality Management District. June 2005.

Table 5: Regional Thresholds of Significance

Pollutant	Emissions in lbs/day	
	Construction	Operations
ROG	75	55
NO_X	100	55
CO	550	550
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_X	150	150

Source: SCAQMD 2011[2]

The project is located in Source Receptor Area 2. Since the entire project area is only 10.6 acres, it is reasonable to assume that construction would disturb no more than 5 acres per day. Using the 2006-2008 look-up tables provided in the LST Guidelines for a conservative 5 acres per day disturbed at a receptor distance of 25 meters, Table 6 shows the appropriate LSTs for the project construction activity. LSTs for operational emissions only apply to onsite sources. Since the primary source of emissions for this project is associated with offsite vehicle trips, an LST analysis of long-term emissions is not required.

Table 6: Locally Significant Threshold

Pollutant	Construction
	Emissions in lbs/day
NO_X	221
CO	1,531
PM_{10}	13
$PM_{2.5}$	6

Source: SCAQMD 2009[3]

Construction activities, including combustion pollutants from onsite earth-moving equipment and from off-site, on-road haul trucks and construction employee commutes, would create a temporary addition of pollutants.

Combustion emissions of criteria pollutants were estimated for off-road construction equipment using Statewide average 2011 off-road emission factors as presented in the CalEEMod Users Guide, Appendix D, the latest Carl Moyer Guidelines (CARB 2012)[4] and activity data provided by LACDPW. On-road employee commute was estimated using EMFAC2011 Los Angeles County emission factors for year 2014. Emissions of reactive organic gases (ROG), NO_X, CO, and PM_{10}, and $PM_{2.5}$ were estimated. Since the emissions are primarily from combustion sources and since June 2006, diesel fuel used in California

[2] SCAQMD Air Quality Significance Thresholds. South Coast Air Quality Management District. Revision: March 2011.
[3] Final Localized Significance Threshold Methodology. Table C-1. 2006 – 2008 Thresholds for Construction and Operation. South Coast Air Quality Management District. Revised October 21, 2009.
[4] The Carl Moyer Program Guidelines. California Air Resources Board. March 29, 2012.

must be ultra-low sulfur (having a sulfur content exceeding 15 parts per million by weight)[5], SO_2 emissions would be negligible and are not included in the analysis below.

Detailed emission calculations, provided in Appendix ~~A~~B, Air Quality/Climate Change Calculations and presented in Table 7, show that short-term emissions from on- and off-road sources during the construction would not exceed SCAQMD regional construction thresholds. As such, construction related emissions would be Less than Significant for the proposed project.

Long-term air quality impacts are those associated with the change in long-term use of the project site. The proposed project would not result in a change in general use of the project site for recreation, but the type of recreation may vary due to the new granite paths, decks, and observation areas. No additional impacts would occur because of operation of the proposed project.

Table 7: Project Emissions

Activities	Emissions in lbs/day				
	ROG	CO	NO_X	PM_{10}	$PM_{2.5}$
Excavation and Grading	3.94	20.08	39.66	1.84	1.78
Berms	3.19	14.55	27.94	1.23	1.20
Walk, Sidewalk, Concrete Wall, Fencing	0.04	0.16	0.85	0.03	0.03
Landscape, Irrigation	0.04	0.16	0.85	0.03	0.03
Trash TDML Device	0.04	0.16	0.85	0.03	0.03
Access & Boat Ramp	2.10	9.64	17.17	0.75	0.75
Tide Gate Replacement	0.41	2.20	3.97	0.17	0.17
Project Total	**9.72**	**46.64**	**91.29**	**4.08**	**3.99**
Regional Threshold	*75*	*550*	*100*	*150*	*55*
Exceed?	**No**	**No**	**No**	**No**	**No**
Local Threshold	----	*1,531*	*221*	*13*	*6*

c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state AAQS (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
☐	☐	☑	☐

As discussed above, the proposed project would result in increases in criteria pollutants during construction. However, during construction, air quality impacts would be less than SCAQMD thresholds for nonattainment pollutants and operation of the proposed project would not result in impacts to air quality standards for criteria pollutants. Accordingly, net increases of nonattainment criteria pollutants would be Less than Significant for the proposed project.

[5] Executive Order G-04-017: Relating to Amendments to the California Diesel Fuel Regulations. California Air Resources Board. May 28, 2004.

d) Would the project expose sensitive receptors to substantial pollutant concentrations?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

A CO hotspot is an area of localized CO pollution that is caused by severe vehicle congestion at signalized intersections on major roadways. The proposed project would generate very little traffic on major roadways, limited to construction workers commuting to and from the site. Additional maintenance for the new granite paths, decks, and observation areas during operation would be minimal compared to existing activities. The volume of traffic would not be of the magnitude to create severe congestion nor substantially contribute to congestion at any major signalized intersection. Operation of the proposed project would not generate any additional traffic. Accordingly, impacts would be Less than Significant for the proposed project.

Construction of the proposed project would result in emissions of pollutants in and around the Oxford Basin. Table 7 shows that although local emissions resulting from construction of the proposed project would result in air emissions, concentrations would be below SCAQMD locally significant thresholds. Operation of the proposed project would not result in the emission of pollutants in addition to current maintenance activities. As such, impacts to sensitive receptors would be Less than Significant for the proposed project.

Although impacts would be less than significant, the following BMPs will be implemented to further minimize impacts. These selected fugitive dust measures have been taken from SCAQMD's Fugitive Dust Mitigation Measure Tables (SCAQMD 2007)[6], but are not considered mitigation for this proposed project.

- For Construction Activities (to be implemented as needed)
  - Apply water every three hours to disturbed areas within a construction site.
  - During rough grading and construction, streets including shoulders adjacent to the project site should be swept at least once per day to reduce fugitive dust from traffic, or as required by governing body, to remove silt which may have accumulated from construction activities
- For Construction Traffic
  - Limit onsite vehicle speeds (on unpaved roads) to 15 mph
- For Grading
  - All trucks hauling dirt, sand, soil, or other loose materials are to be tarped with a fabric cover and maintain a freeboard height of 12 inches.
- For Mud/Dirt Trackout
  - Install gravel bed trackout apron (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) to reduce mud/dirt trackout from unpaved truck exit routes.
- For Local Streets
  - Implement street sweeping program with SCAQMD Rule 1186-compliant PM_{10} efficient vacuum units (14-day frequency)

[6] *URL: http://www.aqmd.gov/ceqa/handbook/mitigation/fugitive/MM_fugitive.html (last updated April 25, 2007)*

e) Would the project create objectionable odors affecting a substantial number of people?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

Typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities, fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee-roasting facilities. Diesel-fueled construction equipment associated with the project would generate some odors associated with diesel exhaust. Because these emissions would be temporary, limited to the construction period, and would typically dissipate quickly, they would be unlikely to affect a substantial number of people. Therefore, odor impacts associated with construction of the project would be Less than Significant.

4. BIOLOGICAL RESOURCES

An assessment of the biological resources of Oxford Basin was conducted under the direction of Hamilton Biological, Inc. in 2009 and 2010 (Hamilton 2010). Additional studies have been recently conducted along portions of Oxford Basin and its immediate vicinity (RBF 2011). The Oxford Storm Water Retention Basin was built during the late 1950s and early 1960s. The purpose of Oxford Basin was to protect the surrounding developed area from inundation during floods by receiving urban storm runoff and releasing that water into Marina del Rey. Although the Los Angeles County Board of Supervisors designated Oxford Basin as a Bird Conservation area in 1963, the basin's slopes were landscaped with non-native plants and the area has never been formally managed for wildlife (Hamilton 2010).

Figure 5 shows the existing vegetation in Oxford Basin. Ornamental tree, shrub and vine plantings dominate the slopes of Oxford Basin. Dense stands of the non-native shrub myoporum (*Myoporum laetum*) characterize the eastern portion of the basin. Myoporum also occurs along the rest of the basin upper slopes along with a variety of other ornamental species. The uppermost portions of the basin tend to be dominated by annual grassland consisting primarily of non-native species or disturbed ruderal habitat, also dominated by non-natives. Most of the lower edge of the basin slopes support a ring of salt marsh dominated by common woody pickleweed (*Salicornia virginica*). This salt marsh band

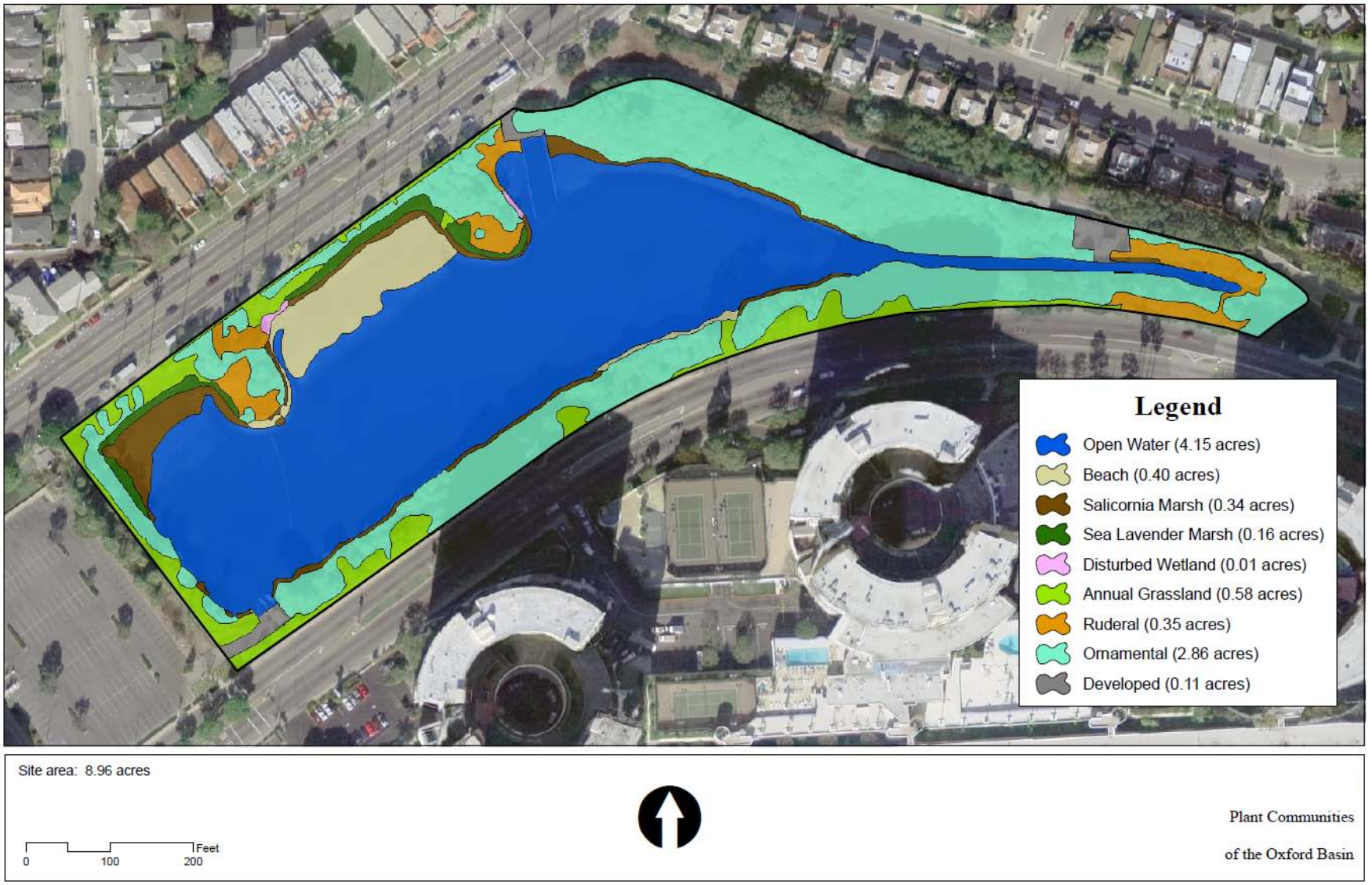


Figure 5: Plant Communities of Oxford Basin

is between 6 and 22 feet wide. A dense band of the non-native Perez's sea lavender (*Limonuium perezii*) is found at a slightly higher elevation than the pickleweed on the northwest side of the basin. No sensitive plant species are known to occur at Oxford Basin and none would be expected because of the high level of disturbance and lack of appropriate habitat.

The fish populations in Oxford Basin vary depending on the time of year. In the winter, when freshwater dominates, the most abundant fish species is mosquitofish (*Gambusia affinis*). In the summer, when the water is more saline, the fish population is dominated by several species of gobies and by topsmelt (*Atherinops affinis*). Many species that are typical of southern California estuarine species have not been recorded in the basin. The results of the recent surveys indicate that some typical estuarine species do colonize and inhabit Oxford Basin on a seasonal basis, but have difficulty maintaining a year-round population. The lack of a stable and typical estuarine fish population is probably related to the poor water quality in Oxford Basin and the distance of the basin from the ocean entrance to Marina del Rey.

A total of 84 species of birds have been recorded at Oxford Basin. Bird use of Oxford Basin is highly seasonal. Overall numbers are lowest in late summer and fall before wintering waterfowl have arrived. By November, small rafts of water fowl are present. Typical waterfowl species include American wigeon (*Anas Americana*), lesser scaup (*Athya affinis*) and American coot (*Fulica americana*) joined by lower numbers of other species of ducks and grebes. Shorebird use is relatively low. Migrant songbirds, typically in limited numbers, can occur from late July through the fall months. Wintering songbirds, such as ruby-crowned kinglets (*Regulus calendula*) and yellow-rumped warblers (*Dendroica coronata*) generally arrive by late October and remain into April. Three species were observed nesting at Oxford Basin in 2010: mallard (*Anas platyrhyncos*), Anna's hummingbird (*Calypte anna*) and American crow (*Corvus brachyrhynchos*).

Great egrets (*Ardea alba*), snowy egrets (*Egretta thula*), and black-crowned night-herons (*Nycticorax nycticorax*) nest in the vicinity of Oxford Basin. In 2009, nesting colonies of these three species were observed at Yvonne B. Burke Park, east of Oxford Basin. The eucalyptus, ficus and coral trees in and around the parking lot of Yvonne B. Burke Park had an estimated 69 nests of snowy egrets and black-crowned night-herons in July 2009. In 2011, a total of 10 snowy egret and 25 black-crowned night-heron nests were identified in trees between the eastern edge of the Ritz Carlton and Marina City Circle east entrance on the south and north sides of Admiralty Way (RBF 2011). Birds from these colonies forage in Oxford Basin. Black-crowned night-herons have been nesting at the project site since 1995, and snowy egrets have been nesting at the project site since 2005. In addition, there is a history of the eucalyptus trees that overhang the bike trail supporting large numbers of nesting black-crowned night herons and snowy egrets (Froke 2006).

No state or federally listed bird species breed at Oxford Basin. Three listed bird species potentially could use Oxford Basin for foraging. The federal and state listed as Endangered California least tern (*Sternula antillarum browni*) has a large nesting colony at Venice Beach, a few hundred meters from Oxford Basin. Least terns are present in California from April through September. Least terns from the Venice Beach colony forage in many local waterbodies and have been observed foraging in Oxford Basin in the past (Schreiber and Dock 1980), but have not been observed there in recent surveys (Hamilton 2010, RBF 2011). Least terns potentially could still forage in Oxford Basin.

The federally listed as Threatened western snowy plover (*Charadrius alexandrinus nivosus*) forages on the sandy beaches near Marina del Rey. Dockweiler Beach south of the Ballona Creek mouth has been designated as Critical Habitat for snowy plovers because of the large number of wintering snowy plovers that use that area (USFWS 2005). Snowy plovers also sometimes use the saltpan area of the Ballona

wetlands to forage, but they have not been recorded at Marina del Rey (Hamilton and Cooper 2010). Snowy plovers potentially could forage on the mudflats in Oxford Basin.

The state listed as Endangered Belding's savannah sparrow (*Passerculus sandwichensis beldingi*) has a small breeding population in the Ballona wetlands. This species is strongly associated with pickleweed and has never been recorded in Marina del Rey (Hamilton and Cooper 2010). Belding's savannah sparrow potentially could occur in the pickleweed in Oxford Basin. Because of the small amount of pickleweed present at Oxford Basin, Belding's savannah sparrow occurrence is unlikely.

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☑	Less than Significant Impact ☐	No Impact ☐

The fish populations in Oxford Basin vary depending on the time of year and typically is dominated by mosquitofish (*Gambusia affinis*), gobies (*Gobiidae* sp.), and topsmelt (*Atherinops affinis*). Many species that are typical of southern California estuarine species have not been recorded in the basin. No sensitive aquatic species occur in Oxford Basin. The loss of individuals of common estuarine species within Oxford Basin would not affect the long-term population levels of these species in the Oxford Basin or Marina del Rey area and is, therefore, a less than significant effect.

The only listed species with any potential to occur in Oxford Basin are the state and federally listed as Endangered California least tern, the federally listed as Threatened western snowy plover, and the state listed as Endangered Belding's savannah sparrow. Least terns may potentially forage in Oxford Basin, but have not been observed there in recent bird surveys. During removal of sediments from the basin, the water would be drained and therefore, during the first part (April through June) of the breeding season of 2014, Oxford Basin would not be available for least tern foraging. Because least terns rarely use Oxford Basin and because other water bodies, including the Pacific Ocean, Marina del Rey, Ballona Creek, Ballona Lagoon, Del Rey Lagoon and the Ballona wetlands, would be available for foraging, temporary loss of a small potential foraging site for half of one season would be a Less than Significant impact. When the Oxford Basin Enhancement Project is completed, the improved water quality would be expected to support a larger fish community. Foraging opportunities for California least terns in Oxford Basin, thus, would be improved.

Although the federally listed as Threatened western snowy plover winters on beaches near Marina del Rey, it has never been observed in Oxford Basin and would not be likely to occur during the summer construction period because snowy plovers do not breed near Oxford Basin. Therefore, project construction would not be expected to impact snowy plovers. When the Oxford Basin Enhancement Project is completed, the improved water quality and mudflat habitat would improve foraging opportunities for snowy plovers.

Although the state listed as Endangered Belding's savannah sparrow breeds in pickleweed marsh in the Ballona wetlands near Marina del Rey, it has never been observed in Oxford Basin and would not be likely to occur during the summer construction period when Belding's savannah sparrows would be closely tied to their nests in the Ballona wetlands. Therefore, project construction would not be

expected to impact Belding's savannah sparrows. When the Oxford Basin Enhancement Project is completed, the improved pickleweed marsh would provide improved habitat for Belding's savannah sparrow, but probably would not be extensive enough to support breeding.

Heron and egret rookeries are considered sensitive by the California Department of Fish and Wildlife. The tree removal plan (Figure 4) would not remove any trees that have been used by herons and egrets for nesting within the last 5 years. However, non-native trees within Oxford Basin that potentially could support heron and egret nesting will be removed. The removal of trees would be consistent with Tree Management Policies No. 23 (for County staff) and 34 (for Lessees) of the Marina del Rey Tree Pruning and Tree Removal Policy in the Marina del Rey Land Use Plan (County of Los Angeles 2012). These policies specify that, if possible, trees without active nests shall be removed in the non-breeding season. If trees are to be removed during the breeding/nesting season of January 1 through September 30, at least 14 days prior to tree removal, a qualified biologist shall survey the area within 300 feet of trees designated for removal for waterbird nests. Removal of trees within 300 feet of a tree with an active waterbird nest must be performed with hand tools or tree removal must be postponed until juveniles have fledged and there is no evidence of a second attempt at nesting. Replacement trees shall consist of native or non-native, non-invasive tree species. Adherence to the Marina del Rey Tree Pruning and Tree Removal Policy would insure that impacts to colonial waterbird rookeries are Less than Significant.

Herons and egrets have been observed to nest in trees north of the bike trail. Herons and egrets nesting near construction areas could be disturbed by construction noise. Interference with nesting herons and egrets would be a significant impact. This impact would be reduced to Less than Significant with implementation of the following mitigation measure:

> **Mitigation Measure BIO-1:** At least 14 days prior to construction, a qualified biologist will survey the project area to determine if any heron or egret nesting is occurring. Nesting bird surveys will be conducted during the breeding/nesting season within 300 feet (500 feet for raptors) of the proposed construction footprint or an appropriate buffer determined by the onsite Project Biologist or Biological Monitor prior to the commencement of equipment operation.
>
> As specified in Policies 23 and 34 of the Marina del Rey Land Use Plan (County of Los Angeles 2012), if heron and/or egret rookeries are observed, noise monitoring at active nest sites will be implemented. To minimize impacts, standard construction noise restrictions would be followed when possible and noise should not exceed 85 dB or peak preconstruction ambient noise levels at any active nesting site.
>
> If construction noise at any active nesting site exceeds either 85 dB or the existing ambient noise levels (if ambient noise is above 85 dB), a qualified biologist shall monitor nesting birds to provide guidance to contractors so the birds are not disturbed by construction related noise. The qualified biologist shall be onsite monitoring birds and noise every day at the beginning of the project during the concentrated mechanized equipment use. The biologist will monitor types of sound sources, distances from the sound sources to the birds, level of ambient noise in the environment, levels of anthropogenic (human-generated) noise, sound modifying features of the environment, visual cues correlated with the noise, and behaviors associated with sound sources including startle movements, changes in foraging or reproductive rituals, interruption of feeding young, or nest abandonment.
>
> If the biologist determines that nesting birds are being disturbed, sound mitigation measures such as sound shields, sound walls, or blankets around engines may be used. Measures will be

taken to minimize the noise level to stay below the noise level threshold. If these sound mitigation measures do not reduce noise levels below the noise level threshold, construction within 300 feet of the nesting trees shall cease and shall not recommence until new sound mitigation can be employed, the biologist has determined that nesting birds are not being disturbed, or nesting is complete. In addition, construction staging areas shall not be located under any nesting trees. Any lights used shall be directed downward during construction to avoid and minimize disturbance to birds.

With the implementation of **Mitigation Measure BIO-1**, impacts to any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service would be Less than Significant.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

With the exception of the pickleweed marsh, the plant communities in the project area are dominated by non-native species. Coastal salt marsh is considered a sensitive natural community by the California Department of Fish and Wildlife. Approximately 0.34 acre of pickleweed marsh occurs in a ring around the lower shores of Oxford Basin. Some or all of this pickleweed habitat may be excavated during sediment removal operations. Oxford Basin will be re-vegetated with coastal salt marsh plants as well as other native plants including species characteristic of coastal sage and bluff scrub, native grasses and willow scrub (Figure 6). When the Oxford Basin Enhancement Project is completed, the plant communities will be more native and will provide better habitat than the current vegetation. The impact of the replacement of 0.34 acre of pickleweed marsh would be Less than Significant because the area will be revegetated with pickleweed and other salt marsh species.

No other sensitive natural community identified in local or regional plans, policies, and regulations or by California Department of Fish and Wildlife (CDFW) or the U.S. Fish and Wildlife Service (USFWS) occurs on the project site. The project will remove about 400 non-native trees and 250 non-native shrubs classified as trees by the Marina del Rey Land Use Plan that are not considered a sensitive natural community by the CDFW or USFWS. The trees designated for removal are not used by colonial nesting birds, are diseased, and have little biological value. These non-native trees will be replaced with over 650 trees and large shrubs that will grow to 8 feet in height or larger at maturity. The replacement of these trees would be a Less than Significant impact.

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

Oxford Basin has approximately 0.48 acre of wetlands as defined by Section 404 of the Clean Water Act as well as approximately 4.73 acres of Other Waters of the United States under the jurisdiction of the Corps of Engineers, and 5.21 acres ~~of wetlands~~ under the jurisdiction of the California Department of Fish and Wildlife (Figure 6) (Bramlett 2010). Most of this area will be disturbed during construction of

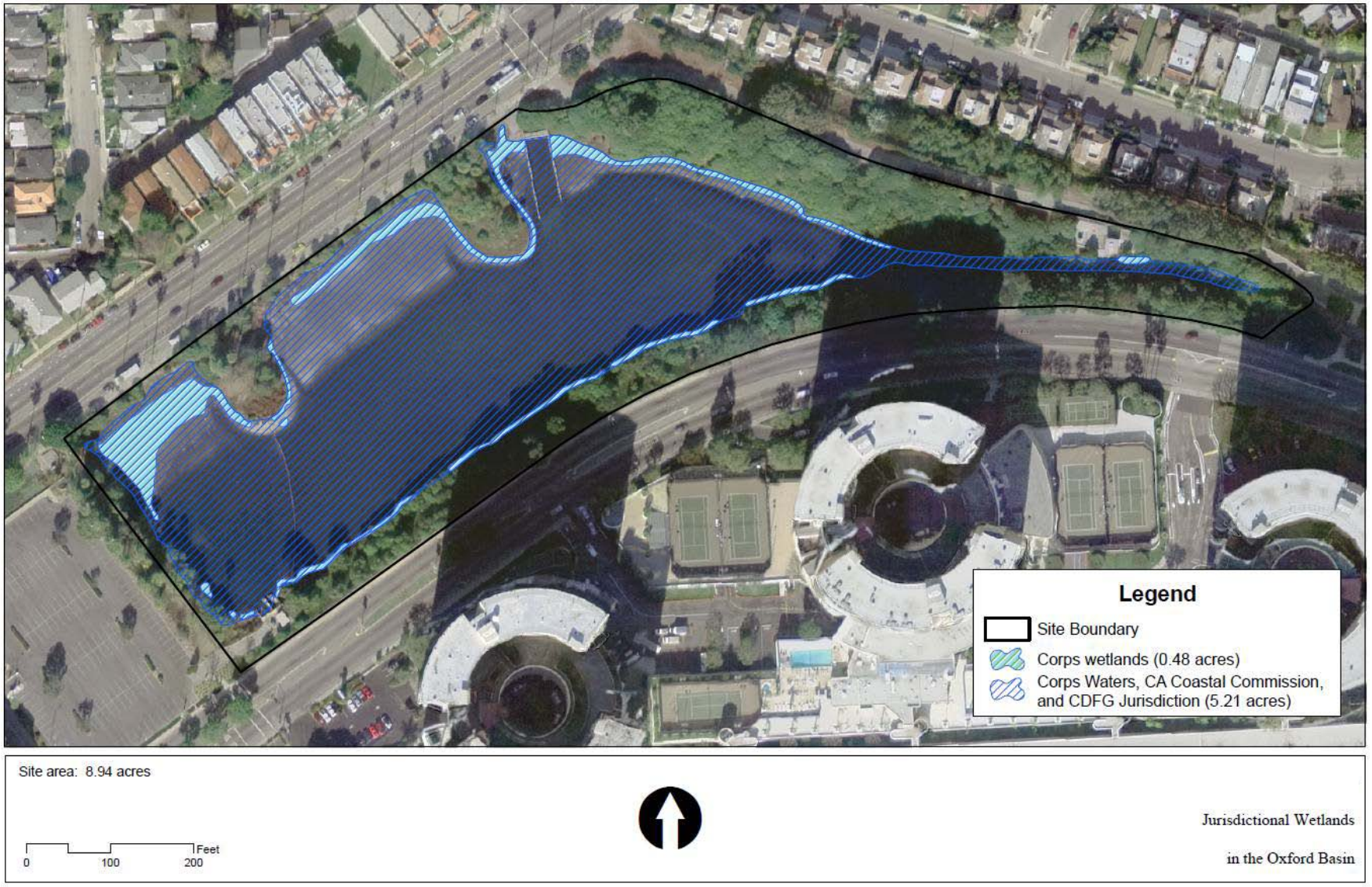


Figure 6: Jurisdictional Wetlands in Oxford Basin

the Oxford Basin Enhancement Project. When construction is finished, the basin waters will have improved water quality; and the basin slopes and the newly constructed berm will be revegetated with more native plants, including native wetland plants. The project would increase wetlands acreage by approximately 0.28 acre. Because the quality and quantity of jurisdictional areas in Oxford Basin will be enhanced by the project, temporary disturbance during project construction would be a Less than Significant impact.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☑	Less than Significant Impact ☐	No Impact ☐

Oxford Basin is surrounded by urban development and primarily supports urban-associated wildlife (Hamilton 2010). The project area is not an established native resident or migratory wildlife corridor. Oxford Basin is at the back of Marina del Rey and is surrounded by urban development and primarily supports urban-associated wildlife. It is not a migratory corridor for fishes. No sensitive aquatic species occur in Oxford Basin. The loss of individuals of common estuarine species would not affect the long-term population levels of these species in the Oxford Basin or Marina del Rey area and is, therefore, a less than significant effect. The Oxford Basin Enhancement Project will have a Less than Significant impact on the movement of fish and wildlife.

Herons and egrets breed in trees near Oxford Basin and potentially could nest in trees within the project area. Other bird species could breed within Oxford Basin. Mallards, Anna's hummingbirds, and American crows were observed breeding within Oxford Basin in recent surveys (Hamilton 2010; RBF 2011). Removal of nests during project construction would be a violation of the Migratory Bird Treaty Act and is a potentially significant impact. This impact would be reduced to Less than Significant with implementation of **Mitigation Measure BIO-2.**

> **Mitigation Measure BIO-2:** Within three days of the proposed removal of any vegetation during breeding/nesting season (January 1-September 30), a qualified biologist shall survey the vegetation for nesting birds. No tree with an active nest shall be removed until after the nest is vacated.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

The Oxford Basin Enhancement Project would not conflict with any local policies or ordinances protecting biological resources. The project would comply with the guidelines in the Conservation and Management Plan for Marina del Rey (Hamilton and Cooper 2010). Proposed improvements within the 161,000 square feet total of non-native vegetation include removing and replacing approximately 400 trees, of which approximately 300 are diseased, and approximately 250 shrubs classified as trees by the Marina del Rey Land Use Plan with ~~550~~ over 650 trees~~, which~~ to ~~more than complies~~ comply with the 1:1 tree replacement requirement per the Marina del Rey Land Use Plan (County of Los Angeles 2012). ~~The landscaping plans also call for an additional 100 trees to be planted in Oxford Basin; these trees may be~~

~~used towards tree replacement necessary under the Marina del Rey Land Use Plan (County of Los Angeles 2012) requirement for another future project in Marina del Rey.~~

Thus, the proposed project would not conflict with any local policies or ordinances protecting biological resources.

f)	Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☑

The project site is not within a Habitat Conservation Plan or Natural Community Conservation Plan. Oxford Basin is not identified by Los Angeles County as a Significant Ecological Area. Oxford Basin is identified as an Important Biological Resource in the Marina del Rey Local Coastal Program Land Use Plan (County of Los Angeles 2012). Although Oxford Basin was designated as a Bird Conservation Area in 1963, the area has never been formally managed for wildlife. The project will be implemented in accordance with the Conservation and Management Plan for Marina del Rey guidelines with regards to the tree removal, tree planting, and construction near egret, heron, water bird or raptor nesting sites. The replacement of non-native vegetation on the slopes of Oxford Basin with more native plants and the improvement in water quality that would be the result of this project, would improve Oxford Basin as a habitat for birds. The proposed project to enhance Oxford Basin is consistent with recommendations in the Marina del Rey Local Coastal Program Land Use Plan (County of Los Angeles 2012).

5. CULTURAL RESOURCES

Pursuant to the CEQA guidelines, Chambers Group conducted a Phase I Cultural Resources Inventory (inventory) to identify historic and prehistoric resources on the Oxford Basin property. The inventory included a California Historical Resources Information Center (CHRIS) records search and an intensive pedestrian survey of the property. Chambers Group also notified the Native American Heritage Commission and local Native American tribes affiliated with the area of the proposed project.

The records search identified 27 prior cultural resource studies within a one-mile radius of the project area. One of the cultural resource studies (McKenna 2006) is a survey that bordered the western boundary of the project area in 2006. The remaining 26 cultural resources studies were located to the south, southeast, southwest, north, northeast, and northwest of the project area and are all within one-mile of the project boundaries.

Although the project area did not contain any previously recorded cultural resources, the CHRIS records search identified three such sites within the one-mile radius east of the project area. Two of the sites (CA-LAN-47 and CA-LAN-337) consist of prehistoric shell middens. The remaining site, CA-LAN-1596H, is a historic-era domestic refuse scatter. During the cultural resources surveys, Chambers Group archaeologists identified one site within the project area that had not been previously recorded.

The newly recorded site consists of historic-era domestic refuse – most likely associated with the Venice Dump – and includes a concrete retaining wall. This historic-era archaeological site has very little contextual integrity and does not appear to meet the formal definitions of a historical resource or a unique archaeological resource as defined by CEQA. The site is comparatively recent (early to mid-twentieth century) and has little potential to yield additional data. It does not appear to be associated

with significant historical events or persons (Criteria A and B), to embody the distinctive characteristics of a period (Criterion C), or to be likely to yield information important in history (Criterion D). This historic-era archaeological site is therefore recommended ineligible for listing in the California Register of Historical Resources.

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
	☐	☐	☑	☐

Because the resources encountered during the current survey consist of surface-level historic resources, and because overall visibility during the survey was very good, the likelihood of encountering previously unrecorded resources (prehistoric and historic) is low. Consequently, no further cultural resources work is recommended.

However, based on the records search results, the proposed project does have the potential to impact previously unrecorded cultural resources if the project encounters native soils. Based on the Environmental Investigation, debris material occurs to between 7 and 10 feet below ground surface. Project excavation would not extend beyond 4 feet below ground surface. Therefore, native soils would not be encountered and impacts to unrecorded cultural resources would be Less than Significant.

In an effort to further minimize this Less than Significant impact, **Mitigation Measure CULT-1** will be implemented.

> **Mitigation Measure CULT-1:** In the event that cultural resources are discovered during construction grading, trenching, or excavation, project personnel will halt earth-moving activities in the immediate area as determined by a cultural resource specialist and notify a qualified archaeologist.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
	☐	☐	☑	☐

As discussed under a), there is some potential that prehistoric artifacts could be discovered if excavation occurs at a depth greater than the original design grade and deep enough to encounter native sediments; however, impacts would occur only if excavation occurs at a depth greater than the original design. Since this project does not propose any excavation below original design grade, the proposed project would not be expected to encounter any archaeological resources. In an effort to further minimize this Less than Significant impact, **Mitigation Measure CULT-1** will be implemented.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
	☐	☐	☑	☐

No unique geologic features are known to exist within the project site. The proposed project would not be expected to disturb any paleontological resources or alter any geologic features not previously disturbed. Accordingly, no significant impacts to paleontological resources would occur as a result of the proposed project.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

No burial grounds are known within or near the project site. Therefore, the proposed project would not be expected to disturb human remains and impacts would be Less than Significant. However, the discovery of human remains a possibility during ground disturbances; State of California Health and Safety Code Section 7050.5 addresses these findings. This code section states that no further disturbance shall occur until the Los Angeles County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The Coroner must be notified of the find immediately. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

6. GEOLOGY AND SOILS

The proposed project is located in Marina del Rey within the unincorporated area of Los Angeles County. Marina del Rey is located on the coastal plain of the Los Angeles basin, with the Santa Monica Mountains on the north and the Baldwin Hills on the south and east. The Santa Monica Mountains compose the central portion of the Transverse Ranges of Southern California, running from Point Arguello (north of Santa Barbara) into the Mojave Desert. The Transverse Ranges consist of several large areas of seismically active uplifted basement rocks. The Baldwin Hills represent a surface expression of the Newport/Inglewood Fault, formed over the past several million years. To the west of the Baldwin Hills is the Ballona Escarpment, created over time by erosional activity of Ballona Creek.

Marina del Rey is generally located on what is known as the Southwestern Block of the Los Angeles basin (the portion of the basin south of the Santa Monica Mountains), which consists chiefly of marine clastic[7] and organic sedimentary strata of middle Miocene to Recent age, including igneous rocks of middle Miocene age. The lower sequence generally consists of marine sandstone, siltstone, and minor amounts of conglomerate, deposited in a shallow marine environment.

Marina del Rey is located in the near vicinity of two major fault systems, the Santa Monica Fault zone and the Newport Inglewood fault zone. The Santa Monica Fault zone is comprised of several major active faults, including the Malibu Coast fault, located some 7 miles northwest of the project site and capable of generating a magnitude 7.0 earthquake, as well as the Santa Monica, Hollywood, Raymond,

[7] Clastic refers to a rock or sediment composed primarily of broken fragments derived from pre-existing rocks or minerals that have been transported some distance from their place of origin.

Sierra Madre, and Cucamonga Faults. The active Hollywood Fault runs along the southern edge of the Santa Monica Mountains to the North. The active Newport-Inglewood Fault Zone, which includes the nearby Charnock and Overland faults, runs from off the coast of Newport Beach to Culver City, and is responsible for the chain of low hills extending from Signal Hill to the Baldwin Hills. Each of these fault zone systems is capable of producing large earthquakes, with a maximum credible earthquake estimated as a magnitude 7.5 event on the Santa Monica–Hollywood Fault and a 7.4 event on the Newport-Inglewood Fault. Both of these would result in severe earthshaking in the project area. The project area is not located within a State of California Earthquake Fault Zone (Alquist-Priolo Special Studies Zone).

Subsurface materials in Oxford Basin can be divided into three distinct categories (URS 2011a):

1. Fill and artificial fill materials
2. Wetland deposits
3. Alluvium

Fill consists of loose to dense silty sands, sands, and gravels and very stiff to hard sandy silts and silts. Based on borings drilled by URS (2011a), thickness of fills outside the basin varies between 5 and 10 feet and the thickness of fill within the basin varies between 12 and 25 feet. Wetland deposits, consisting of soft to very stiff clays and silts, were encountered in the borings outside the perimeter of the basin underlying the fill soils. Depth of the wetland deposits extends 15 to 22 feet below the existing ground surface. Below the fill and wetland deposits, alluvial deposits, consisting of interbedded layers of dense to very dense silty sands and sands and stiff to hard clays and silts were encountered.

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

The proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazards of surface faulting and fault rupture to built structures. Fault rupture generally occurs within 50 feet of an active fault line and is limited to the immediate area of the fault zone where the fault breaks along the surface. Because the project site is not located within an Alquist-Priolo Earthquake Fault Zone, a Less than Significant impact would occur from fault rupture.

ii) Strong seismic ground shaking?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

The proposed project would be located in the vicinity of the Santa Monica Fault/Newport Inglewood fault zone systems. Each of these fault zone systems is capable of producing large earthquakes, with a maximum credible earthquake estimated as a magnitude 7.5 event on the Santa Monica–Hollywood Fault and a 7.4 event on the Newport-Inglewood Fault. Both of these would result in strong earthshaking in the project area, but this would not constitute an additional risk significantly greater than the risk already present in the Marina del Rey area.

iii) Seismic-related ground failure, including liquefaction?	Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
	☐	☐	☑	☐

The project is located in an area designated as having high liquefaction potential because of shallow depth to groundwater in the near proximity of the marina. The proposed project ~~is~~ includes the restoration of a wetland area within Oxford Basin. Consideration of this factor is incorporated into the design of project structures. The geotechnical investigation for this project (URS 2011a) concluded that the likelihood of damage due to liquefaction-induced differential settlements for any structures is low. The geotechnical report recommended that structures be supported on shallow spread footings. No buildings would be constructed for this project. Impacts would be Less than Significant.

iv) Landslides?	Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
	☐	☐	☐	☑

The topography in the project area is essentially flat, making landslides there ~~impossible~~highly unlikely. No impact would occur.

b) Would the project result in substantial soil erosion or the loss of topsoil?	Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
	☐	☐	☑	☐

The project would excavate approximately 9,700 cubic yards of accumulated sediment and sediment-associated pollutants (e.g., metals) from the perimeter of and within Oxford Basin. Excavation quantities are: 6,700 cy on the basin perimeter and 3,000 cy of sediment inside the basin. Removal of this sediment would be beneficial to Oxford Basin. Removal of non-native vegetation may temporarily increase the risk of erosion of soils. During construction standard BMP measures would be implemented to keep the slopes from eroding. Replanting with more native vegetation as part of the proposed Oxford Basin restoration will reduce erosion potential following construction to Less than Significant.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

While the project is located in a potential liquefaction zone as discussed above in subsection iii, the project would neither increase overall exposure to such an event nor increase the probability of such an event occurring. URS (2011a) performed a geotechnical evaluation of the project site and concluded that the risk of settlement or lateral spreading at the site is low. Therefore, impact would be Less the Significant.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

As discussed in the introduction of this section, the soils underlying Oxford Basin consist primarily of clayey soils with medium to high expansion potential (URS 2011a). The project is the restoration of Oxford Basin. No buildings would be constructed. Risks to life and property, as a result of the project implementation, would not increase over the existing condition. Therefore, impact would be Less the Significant.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☑

The project does not involve the construction or installation of septic tanks or other wastewater disposal systems. No impact would occur.

7. GREENHOUSE GAS EMISSIONS

CEQA requires lead agencies to evaluate potential environmental effects based to the fullest extent possible on scientific and factual data. Significance conclusions must be based on substantial evidence, which includes facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts.

The California Air Resources Board (CARB) has statutory responsibility to maintain a statewide inventory for greenhouse gas (GHG) emissions. The California GHG inventory compiles statewide anthropogenic GHG emissions and sinks. It includes estimates for carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O), sulfur hexafluoride (SF_6), hydrofluorocarbons, and perfluorocarbons.

The global warming potential (GWP) is the potential of a gas or aerosol to trap heat in the atmosphere. Individual GHG compounds have varying GWP. The reference gas for the GWP is CO_2; CO_2 has a GWP of one. The calculation of the CO_2 equivalent (CO_2e) is a consistent methodology for comparing GHG emissions since it normalizes various GHG emissions to a consistent metric. Methane's warming potential of 21 indicates that methane has a 21 times greater warming effect than CO_2 on a molecule per molecule basis. A CO_2e is the mass emissions of an individual GHG multiplied by its GWP. GHGs are often presented in units called tonnes (t) (or metric tons) of CO_2e (tCO_2e).

Even though CARB released a Draft Proposal of Recommended Approaches (CARB 2008)[8], CARB has not subsequently provided thresholds of significance regarding addressing GHG emissions in CEQA.

To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, the SCAQMD staff has an ongoing GHG CEQA Significance Threshold Working Group. Until a final threshold is determined, the SCAQMD Board adopted an Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans (SCAQMD 2008)[9]. The Interim Guidance uses a tiered approach to determining significance. Whereas, this Interim Guidance was developed primarily to apply to stationary source/industrial projects where the SCAQMD is the lead agency under CEQA, in absence of more directly applicable policy, the SCAQMD's Interim Guidance is often used as general guidance by local agencies to address the long-term adverse impacts associated with global climate change.

Even though SCAQMD has not yet established significance thresholds for GHG emissions from land use project operations and Los Angeles County and the Flood Control District have not adopted any thresholds for GHG emissions, this analysis proposes the use of the "Tier 3" quantitative thresholds for residential and commercial projects as recommended in their Interim Guidance document. The SCAQMD proposes that if a project generates GHG emissions below 3,000 tCO_2e, it could be concluded that the project's GHG contribution is not "cumulatively considerable" and is, therefore, less than significant under CEQA. If the project generates GHG emissions above the threshold, the analysis must identify mitigation measures to reduce GHG emissions. Table 7 above summarizes construction GHG emissions.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

The project will likely generate emissions of carbon dioxide (CO_2) in the form of vehicle exhaust during construction. Combustion emissions of GHG gases were estimated for off-road construction equipment, the on-road truck travel, and the employee commute using Statewide average 2011 off-road emission factors, as presented in the CalEEMod Users Guide, Appendix D, the latest Carl Moyer Guidelines (CARB

[8] Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act. Preliminary Draft Staff Proposal. California Air Resources Board. October 24, 2008.

[9] Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans. South Coast Air Quality Management Board. Adopted December 5, 2008.

2012)[10], CH_4 and N2O factors from the Local Government Operations Protocol (CARB, et al. 2010)[11], and activity data provided by the LACDPW. Details of GHG calculations are available in Appendix ~~A~~B.

Table 8: Construction GHG Emissions

Activity	GHG Emissions (tonnes)			
	CO_2	CH_4	N_2O	CO_2e
Excavation & grading	111.9	0.008	0.001	114.6
Berm	48.1	0.004	0.000	49.3
Walk, sidewalk, concrete wall, fencing	3.5	0.000	0.000	3.5
Landscape, irrigation	7.0	0.000	0.000	7.1
Trash TDML device	0.2	0.000	0.000	0.2
Access & boat ramp	27.7	0.002	0.000	28.4
Tide Gate Replacement	4.5	0.000	0.000	4.6
Total:	202.9	**0.014**	**0.001**	207.7

Table 8 shows the estimated total tonnes of CO_2e emissions from construction activity from the proposed project including associated hauling and worker commute vehicle emissions. Following construction, the proposed project would not result in any new significant sources of GHG emitters; therefore, operational GHG emissions are not included in the table. Additional maintenance for the new granite paths, decks, and observation areas during operation would be minimal compared to existing activities. The proposed project would not result in a change in general use of the project site for recreation, but the type of recreation may vary due to the new granite paths, decks, and observation areas. No additional impacts would occur because of operation of the proposed project.

The estimated 207.8 tonnes of CO_2e would represent only approximately 0.000046 percent of the total net CO_2e (453 Mt) emitted in California in 2009. In addition, even with negligible emissions that would occur from post-construction activities, the emissions are significantly less than the 3,000-tonne threshold recommended in the Interim threshold; therefore, the proposed project would have a Less than Significant impact.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

Los Angeles County is in the process updating the 1980 General Plan and has released 2012 Draft General Plan 2035 for public comments. Since the existing adopted General Plan was adopted so long ago, the proposed project will be analyzed in comparison to the proposed Goals and Policies of the 2012 Draft General Plan.

[10] The Carl Moyer Program Guidelines. California Air Resources Board. March 29, 2012.

[11] Local Government Operations Protocol For the quantification and reporting of greenhouse gas emissions inventories. Version 1.1. California Air Resources Board, California Climate Action Registry, ICLEI - Local Governments for Sustainability, and The Climate Registry. May 2010.

Consistency Analysis

The primary objective of the proposed project is to improve the capacity and water quality in the Oxford Retention Basin by excavating the basin and adding a berm in the basin to recirculate water. Installation of emergent wetlands will provide water treatment to reduce pollutants. In addition landscaping, decorative fencing, interpretive signage, and pocket parks will be constructed. This project will be consistent with the Mobility Element's Goal M-7 regarding transportation networks that minimize negative impacts to the environment and communities by implementing Policy M 7.1, which encourages the use of natural systems to treat stormwater and rainwater runoff.

Since the project is a construction activity project with continuation of existing maintenance efforts (or similar level of maintenance), the effects will be temporary and, as addressed in Subpart a) above, will not contribute a significant quantity of GHGs to adversely affect climate change in the area. Therefore, the proposed project would have a Less than Significant effect.

The following discussion is provided for information purposes regarding the County of Los Angeles Energy and Environmental Policy:

County of Los Angeles Energy and Environmental Policy

The County Board of Supervisors adopted a Countywide energy and environmental policy (Policy No. 3.045), which became effective on December 19, 2006, to increase energy efficiency, improve air quality, and address global warming. The Energy and Environmental Policy provides guidelines for development and enhancement of energy conservation and environmental programs within County departments. The policy includes four program areas in order to promote "green" design and operation of County facilities and reduces the County's "environmental footprint." The project considered the "Energy and Water Efficiency" program by implementing and monitoring energy and water conservation practices during the construction activities. The project will support "Environmental Stewardship" where practicable in reducing its environmental footprint. The project supports the "Public Outreach and Education" program by incorporating educational signage at the basin. Although no buildings will be involved, "Sustainable Design" was considered; however, this program is not applicable since no County buildings are proposed as part of the project.

Since the adoption of the Policy, the County has taken steps to ensure compliance with the goals of the Policy and improve air quality, combat global warming, and improve the conditions of the County's environment.

The proposed project contains several provisions that are consistent with the County of Los Angeles Energy and Environmental Policy:

- Interpretive signage to educate the public about storm water prevention measures, native plants, and local wildlife.
- Decomposed granite walking paths that are impervious and allow infiltration into the subsurface.
- Bioretention basins that will capture low flow water from Admiralty way.
- LED lights used in all bollards surrounding the basin.

- Pervious concrete mat used for the boat ramp roadway.
- Creation of an open public walking path around the facility.
- Use of smart irrigation systems that monitor the moisture of the soil.
- Installation of more native plants which will reduce long term demand for irrigation water.

8. HAZARDS AND HAZARDOUS MATERIALS

The sediments in Oxford Basin were sampled in October 2009 and analyzed for contaminants (Weston 2010). The sediments were combined into two composite samples, each composite consisting of sediment from 5 of the 10 sampling locations. The sediment results were compared to the Total Threshold Limit Concentration (TTLC) and ten times the Soluble Threshold Limit Concentration (STLC) values. TTLC and STLC values are published in Title 22 of the State of California Code of Regulations and are the benchmark for determining whether a solid, or its leachate, respectively, is classified as hazardous. The sediment also was subjected to Toxicity Characteristic Leaching Procedure (TCLP) tests. The TCLP values are published in the Code of Federal Regulations (40 CFR 261.24) and are the federal benchmark for determining whether the leachate from a solid would be classified as toxic. None of the analytes exceeded any of the TTLC values. Two metals, chromium and lead, exceeded the screening level threshold of ten times the STLC values. None of the analytes exceeded any of the TCLP values.

Additional testing to determine the location of sediments in Oxford Basin that exceed State of California thresholds for hazardous waste was done by URS in September 2011 (URS 2011b). According the Environmental Investigation Report Findings and Conclusions: Fill material consisting of soils mixed with debris fragments (glass, brick, plastic, and wood) was observed in 11 on-shore soil borings to between 7 and 10 feet below ground surface, but the shallow soil (between 5 feet and the surface) appear to be impacted by multiple contaminants that are likely a result of run-off from the adjacent roadways and from spraying for weed abatement. Most of the elevated contaminant levels were on the perimeter of the basin. Only one sample collected below the waterline in the basin exceeded hazardous waste criteria for lead. Although hot spots were present on the basin perimeter where hazardous waste criteria are exceeded, the majority of the impacted soils are below hazardous criteria. Soils impacted by contaminants on the perimeter, where contaminant levels (mostly lead) exceed hazardous waste criteria, extend from the surface to 2.5 to 5 feet below ground surface. No dredging is expected in the wet part of the basin. The areas where soil will be removed will be moist, but not under water. For the proposed project, tree removal is anticipated up to a 4-foot depth; ground cover and shrubs are anticipated up to 3-foot depth, depending on the size of the plant. Deeper soils (below 5 feet) do not appear to be impacted by contaminants associated with the former Venice Dump nor by roadway run-off.

Oxford Basin previously was a landfill. The site was designated by EPA as Marina del Rey Municipal LDFL (EPA ID CAD980636310) and was documented as a CERCLIS - No Further Remedial Action Planned (NFRAP) on September 1, 1984 (EPA 2012). NFRAP identifies sites which have been removed from the U.S. EPA's CERCLIS Active database. No active CERCLIS sites are present at Oxford Basin.

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

Sediment that exceeds thresholds for hazardous waste would be handled according to regulations by a licensed hazardous waste hauler according to federal, state, and local regulations and taken to an appropriately licensed and permitted landfill, probably the Kettleman Hills Landfill in the Central Valley or the Betty US Ecology in Nevada. Transport to the landfill would be performed by a licensed hazardous waste hauler. By following proper procedures for the handling of hazardous waste, impacts would be Less than Significant.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

All sediment that is classified as hazardous waste will be handled and transported according to regulations with proper protocols. Transport to an appropriately licensed and permitted landfill, probably the Kettleman Hills Landfill in the Central Valley or the Betty US Ecology in Nevada, would be done by a licensed hazardous waste hauler. All hazardous sediments will be contained during transport to reduce the chances of spill should an accident occur. By following regulations for the handling and transport of hazardous waste, the chances of release of hazardous materials due to an accident would be Less than Significant.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

Coeur d'Alene Elementary School is the only school located within one-quarter mile of the project site and is about one-quarter mile from Oxford Basin. The schools that are greater than one-quarter mile and less than one mile are First Lutheran School, Animo Venice Charter High, Broadway Elementary, St. Mark Elementary School, and Westside Leadership Magnet. Some of the sediment that will be excavated exceeds hazardous waste thresholds. The contaminants in the Oxford Basin sediments that are classified as hazardous waste are sediment-associated metals and are non-volatile; these sediments are not in the form of hazardous emissions. All sediment classified as hazardous waste will be handled according to required protocols and taken to an appropriately licensed and permitted landfill, probably the Kettleman Hills Landfill in the Central Valley or the Betty US Ecology in Nevada, by a licensed hazardous waste hauler. It is anticipated that trucks will use Washington Blvd. onto the 405 freeway to haul the sediment material. By following proper procedures for the handling of hazardous waste, impacts would be Less than Significant.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

Oxford Basin previously was a landfill. The site was designated by EPA as Marina del Rey Municipal LDFL (EPA ID CAD980636310) and was documented as a CERCLIS- No Further Remedial Action Planned (NFRAP) on September 1, 1984 (EPA 2012). NFRAP identifies sites which have been removed from the U.S. EPA's CERCLIS Active database. No active CERCLIS sites are present at Oxford Basin. The project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The impact of constructing on a CERCLIS-NFRAP site would be Less than Significant.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☑

Oxford Basin is located in the vicinity of Los Angeles International Airport and Santa Monica Municipal Airport, but is not part of either airport's land use plan. No impact would occur.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☑

Oxford Basin is not in the vicinity of any private airstrips. Therefore, no impact would occur.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

Sidewalk/trail work adjacent to Admiralty Way may require traffic control and temporary lane closures. Lanes would still be available for emergency purposes. Impacts to emergency response or emergency evacuation would be Less than Significant.

h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☑

Oxford Basin is located in the center of an urbanized area without an appreciable urban-wildland interface. The project would not increase the amount of flammable vegetation within Oxford Basin, and, thus would not expose people or structures to a greater risk of fire-related damage, injury, or death in excess of existing levels. No impact would occur.

9. HYDROLOGY AND WATER QUALITY

Oxford Basin is a storm-water flood control basin connected by tide gates and a concrete conduit to Basin E in Marina del Rey (Swift 2010). The basin catches storm and street water runoff from the surrounding urban areas of the City of Venice and Marina del Rey. It is a major stormwater conduit and serves as a settling basin and detention basin for stormwater flows from the surrounding community. Many studies suggest that Oxford Basin may be a significant contributor of contaminants to the Marina del Rey back basins based on high contamination levels in the drainage basin and the correlation between back harbor and Oxford Basin concentrations during storm events (RWQCB and EPA 2005). Water in Oxford Basin tends to be high in ammonia, biological oxygen demand, and bacteria (Aquatic Bioassay and Consulting Laboratories 1999). Oxford Basin water is low in salinity following major storm events. A low-flow diversion system was constructed in 2009 to improve water quality in Oxford Basin by diverting low flows to the City of Los Angeles Sanitary Sewer System.

The tide gates between Oxford Basin and Basin E control inflow and outflow. The elevation of high tide is allowed to rise by no more than about 4.8 feet above mean lower low water.

Previous surveys of sediments in Oxford Basin have not identified particularly high levels of contaminants in the surface sediments, probably because of the rapid movement of stormwater through the area (Aquatic Bioassay and Consulting Laboratories 1999). As described in the Hazards and Hazardous Materials section, recent testing of Oxford Basin sediments detected high levels of some metals, especially lead (Weston 2010; URS 2011b).

a) Would the project violate any water quality standards or waste discharge requirements?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

The removal of sediment in Oxford Basin would be done when the water is drained from the basin. The tide gates would be closed during sediment excavation. Therefore, sediment disturbance during excavation would not result in the transport of sediment contaminants to Marina del Rey. Standard Best Management Practices would be followed during construction to avoid the spill or leakage of fuels from construction equipment into Oxford Basin waters. Project construction would follow policies in the Marina del Rey Land Use Plan (Policy 4.6) to avoid pollution of Marina del Rey waters during construction (County of Los Angeles 2012). Project construction would not violate any water quality

standards or waste discharge requirements and would have a Less than Significant impact on water quality.

When construction is completed, water quality in Oxford Basin would be improved. Contaminated sediments would be removed. The new berm would improve circulation and, thus, water quality within the basin.

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

Dewatering of the basin during construction may temporarily affect groundwater when water is pumped from the basin. Dewatering would occur only during construction. Groundwater levels will return to the preconstruction condition when water again enters the basin. Because groundwater impacts are temporary and minor, they would be Less than Significant.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or offsite?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

The proposed project would not alter the existing drainage pattern in Oxford Basin. Oxford Basin would still receive storm flows from the surrounding areas. No impact to drainage patterns, erosion or siltation would occur. Removal of sediments from Oxford Basin would restore the basin's original capacity. Impacts on drainage patterns would be Less than Significant.

d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

The proposed project would not alter the drainage pattern of the site or area and would not increase the amount of paved surface in the area. Therefore, the project would have no effect on the rate or amount of surface runoff. No impact would occur. The removal of accumulated sediments from Oxford

Basin would restore the capacity of Oxford Basin to contain storm flows. Impacts would be Less than Significant.

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
	☐	☐	☑	☐

The proposed project would enhance the existing functions of Oxford Basin. The project would not create or contribute runoff water and would have no effect on the capacity of existing stormwater drainage systems. The project would not provide an additional source of polluted runoff. Impacts on runoff would be Less than Significant.

f) Would the project otherwise substantially degrade water quality?	Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
	☐	☐	☑	☐

Because BMPs would be implemented to avoid introducing pollutants to basin and marina waters, the project would not degrade water quality during construction. The Oxford Basin Enhancement Project is designed to improve water quality by removing contaminated sediments and by constructing a berm to improve circulation in Oxford Basin. After construction, the project would improve water quality in Oxford Basin and Marina del Rey. Impacts from degrading water quality would be Less than Significant.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
	☐	☐	☐	☑

The Oxford Basin Enhancement Project does not involve the construction of any housing. No impact would occur.

h) Would the project place, within a 100-year flood hazard, area structures that would impede or redirect flood flows?	Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
	☐	☐	☑	☐

Oxford Basin is located within a 100-year flood hazard area. The structures that would be constructed as part of the Oxford Basin Enhancement Project would not impede or redirect flood flows substantially and will not affect the functional capacity of the basin. The basin's final capacity will be 20 acre-feet (ac-ft), which is greater than the 50-year storm required capacity of 13.75 ac-ft. Impacts would be Less than Significant.

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☑

The project would not increase flooding risk. The project would not expose people or structures to risk of loss, injury, or death involving flooding. No impact would occur.

j) Would the project expose people to inundation by seiche, tsunami, or mudflow?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

Because Oxford Basin holds tidal waters and is connected to Marina del Rey, a seiche or tsunami are potential hazards in the project area; however, the Oxford Basin Enhancement Project would not change use of the basin and would not add to the level of exposure of persons or structures. Impacts would be Less than Significant.

10. LAND USE AND PLANNING

Oxford Basin is used primarily as a storm water catchment basin. It is designated as Open Space in the Marina del Rey Land Use Plan (County of Los Angeles 2012). The project site is surrounded by residential and commercial land uses. There are single-family residences located to the north, west, and east of the project site. The Ritz-Carlton Marina del Rey, the former Marina International Hotel (currently being converted to a Hilton Garden Inn), Jamaica Bay Inn, Admiralty Apartments, Marina City towers, and Marina del Rey Marriott are located to the south along Admiralty Way. The marina is also located south of the project site. Admiralty Park is located to the east of the project site.

a) Would the project physically divide an established community?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☑

The proposed project consists of enhancing water quality, habitat and recreation functions of the Oxford Basin. The proposed project would not physically divide an established community. No impact would occur.

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

Proposed project improvements within the 161,000 square feet total of non-native vegetation include removing and replacing approximately 400 trees, of which approximately 300 are diseased, and approximately 250 shrubs classified as trees by the Marina del Rey Land Use Plan with ~~550~~ over 650 trees~~, which more than~~ to ~~complies~~ comply with the 1:1 tree replacement requirement per the Marina del Rey Land Use Plan (County of Los Angeles 2012). ~~The landscaping plans also call for an additional 100 trees to be planted in Oxford Basin; these trees may be used towards tree replacement necessary under the Marina del Rey Land Use Plan (County of Los Angeles 2012) requirement for another future project in Marina del Rey.~~

The proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction (provided in the following table) over the project.

Agency	Permit/Approval
US Army Corps of Engineers	404 Permit
Regional Water Quality Control Board	401 Water Quality Certification
California Dept. of Fish and Wildlife	1602 Streambed Alteration Agreement
County of Los Angeles Dept. of Regional Planning	Coastal Development Permit

The Marina del Rey Land Use Plan designates Oxford Basin as Open Space. Impacts would be less than significant.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☑

No conflicts with habitat conservation plans or natural community conservation plans would occur with the proposed project. Following its construction in 1963, Oxford Basin and the surrounding area was designated as a "Bird Conservation Area" by the Los Angeles County Board of Supervisors, as stated in the Conservation and Management Plan for Marina del Rey (Hamilton and Cooper 2010). The proposed project would improve the habitat for birds within the Oxford Basin. No impact will occur.

11. MINERAL RESOURCES

The proposed project is located in Marina del Rey within the unincorporated area of Los Angeles County. The County's local mineral resources consist of oil and deposits of rock, sand and gravel. Most of Southern California's on-shore oil deposits are located in Los Angeles County. In addition, California is the largest producer of sand and gravel in the nation. The greater Los Angeles area is the nation's

leading producer for its geographic size. Sand and gravel reserves have declined in the past due to the encroachment of incompatible development (County of Los Angeles 1992).

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?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☑

The project would be limited to the removal of accumulated sediments in Oxford Basin and alteration of landscaping and structures associated with the basin. The restoration of Oxford Basin would have no impact on mineral resources.

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☑

The project site has not been identified in a general plan, specific plan, or any other land use plans as a locally important mineral resource recovery site. No impact would occur.

12. NOISE

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

Operational Noise

The County of Los Angeles General Plan has adopted the State of California Land Use Compatibility for Community Noise Environments Matrix for noise compatibility standards. These standards are presented in a Community Noise Equivalent Level (CNEL), which is a weighted twenty-four hour average noise level.

The matrix presents exterior noise level standards for a variety of land uses that would be applicable to operational noise impacts. Noise level limits for residential and commercial properties are 45 dBA CNEL between the hours of 10:00 p.m. to 7:00 a.m. and 50 dBA CNEL between the hours of 7:00 a.m. to 10:00 p.m.

Project operational noise will include occasional boat noise for maintenance and human voices along the proposed perimeter trail. The boat noise will not be a new source of noise because the existing maintenance of Oxford Basin includes the use of the boat to remove trash from the basin. The proposed

project is situated in an urban area and occasional boat noise and potential increase in human voices will not substantially increase ambient noise levels over the existing CNEL.

Construction Noise

The project will be conducted in accordance with Noise Ordinance 12.08.570 - Activities exempt from chapter restrictions. Although Public Works projects are not subject to County of Los Angeles Ordinance 12.12.030 (which prohibits construction activities on Sundays, or at any other time between the hours of 8:00 p.m. and 6:30 a.m. the following day) or Ordinance 12.08.440 (which sets maximum noise level limits for single-family, multi-family, semi residential/commercial land uses), the project would use those ordinances as a guide to not disturb residents. The project would make every effort to prevent noise levels from reaching maximum noise levels as shown in Table 9.

County of Los Angeles Ordinance 12.12.030 prohibits construction activities on Sundays, or at any other time between the hours of 8:00 p.m. and 6:30 a.m. the following day. More specifically, the ordinance states that no person shall perform any construction or repair work of any kind upon any building or structure, or perform any earth excavating, filling or moving, where any of the foregoing entails the use of any air compressors; jackhammers; power-driven drill; riveting machine; excavator, diesel-powered truck, tractor or other earth moving equipment; hand hammers on steel or iron, or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in a dwelling, apartment, hotel, mobile home, or other place of residence. (Ord. 9818 § 1, 1969: Ord. 8594 § 6, 1964.)

County of Los Angeles Ordinance 12.08.440 limits the Operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between weekday hours of 7:00 p.m. and 7:00 a.m., or at any time on Sundays or holidays, such that the resulting sound creates a noise disturbance across a residential or commercial real-property line, except for emergency work of public service utilities or by variance issued by the health officer is prohibited.

Paragraph B of Ordinance 12.08.440 states that the contractor shall conduct construction activities in such a manner that the maximum noise levels at the affected buildings will not exceed those listed in the following schedule shown in Table 9.

Table 9: Construction Noise Level Limits,
Los Angeles Noise Ordinance 12.08.440

	Single-family Residential	Multi-family Residential	Semi-residential/ Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	75dBA	80dBA	85dBA
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	60dBA	64dBA	70dBA

Ordinance 12.08.440 also requires all mobile or stationary internal-combustion-engine powered equipment or machinery be equipped with suitable exhaust and air-intake silencers in proper working order. Stationary equipment typically includes stationary diesel engines used to generate electricity and

operate compressors and pumps or stationary engines that are used in emergencies, including emergency generators of electricity and water pumps for fire and flood control.

The Roadway Construction Noise Model (RCNM) released by the Federal Highway Administration (FHWA) was utilized to determine worst case construction noise levels (FHWA 2011). The RCNM is a national model for the prediction of construction noise. The model enables the prediction of construction noise levels for a variety of construction operations using representative pieces of equipment. The construction equipment (Table 1) associated with the proposed berm will result in the highest construction noise levels, because the greatest number of equipment vehicles will be used simultaneously. Therefore berm construction is the worst case scenario. Noise levels were modeled at a distance of 100 feet. This worst-case scenario of berm construction produced a maximum noise level of 75.6 dBA L_{max} at a distance of 100 feet. Construction of the berm is not expected to result in violation of the daytime noise level limits at sensitive receptors (single family homes) within 100 feet of construction activities. Noise levels associated with haul trucks are expected to be 78 dBA at 100 feet based on equipment specifications, but are expected to be 70 dBA at 100 feet based on the actual measured emissions based on hundreds of emission measurements performed on major construction sites. The haul trucks would not be expected to result in exceedance of the daytime noise level limits at single family homes within 100 feet of active construction. The haul trucks may be audible inside nearby hotel rooms along Admiralty Way or at nearby outdoor use areas, but noise levels would be within daytime noise level limits.

The project worst case construction scenario of berm construction in which five pieces of construction equipment are operating simultaneously at the north part of the site closest to the residential use near Washington Blvd. is unlikely to occur, and if it were to occur, would last no more than a few minutes overall. Additionally, noise levels will be much lower due to distance attenuation (i.e. noise levels decrease with distance from the source) as construction moves further away from sensitive receptors, such as residential uses, schools, and hospitals.

Existing recent ambient noise levels range from 51-74 dBA. Dominant noise sources include traffic vehicle noise as well as airplane flyovers. The quieter ambient noise levels are located north of the proposed project in the existing single family home neighborhood. Ambient noise levels measured previously along the Oxford Basin ranged from under 60 to 111 dB (Chambers Group, 2009). The higher ambient noise levels were found near known egret and heron rookeries.

Noise measurements were collected during construction of the low flow diversion at the east end of Oxford Basin in August, 2009 (Chambers Group 2009). Noise measurements during the 2009 construction ranged from 65 dBA to 90 dBA, with the peak of 90 dBA occurring only very briefly during equipment mobilization. The average noise level was 66.5 dBA. Some of the construction equipment used in the proposed project will be similar.

The construction and operation of the proposed project would have Less than Significant impacts on exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

Table 10 shows the peak particle velocities of some common construction equipment. Table 11 shows the expected human reaction to typical vibration levels that can be caused by us of some construction equipment.

Table 10: Typical Construction Equipment Vibration Emissions[1]

Equipment	Peak Particle Velocity in inches per second[2]		
	at 25 ft.	at 50 ft.	at 100 ft.
Clam Shovel Drop (slurry wall)	**0.202**	0.071	0.025
Vibratory Roller	**0.210**	0.074	0.026
Hoe Ram	**0.089**	0.031	0.011
Large Bulldozer	**0.089**	0.031	0.011
Caisson Drilling	**0.089**	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Jackhammer	0.035	0.012	0.004
Small Bulldozer	0.003	0.001	0.0004

[1] Source: Federal Transit Administration: Transit Noise and Vibration Impact Assessment, 2006
[2] **Bold** values are considered annoying to people.

Table 11: Human Reaction to Typical Vibration Levels[1]

Vibration Level Peak Particle Velocity in inches/second	Human Reaction
0.0059-0.0188	Threshold of perception, possibly of intrusion
0.0787	Vibrations readily perceptible
0.0984	Continuous vibration begins to annoy people
0.1968	Vibrations annoying to people in buildings
0.3937-0.5905	Vibrations considered unpleasant when continuously subjected and unacceptable by some walking on bridges.

[1] Source: California Department of Transportation: Traffic Noise Analysis Protocol for New Highway and Reconstruction Projects, 1992

In general, groundborne vibration and noise may be noticeable at sensitive receptors within 100 feet of construction activities and annoying to receptors located less than 25 feet from the construction activities. While the project site is surrounded by residential and commercial land uses, no groundborne

vibration from construction activities are expected to occur within 100 feet of sensitive receptors (single family homes, schools or hospitals). Therefore, the proposed project would not result in excessive groundborne vibration. Impacts would be Less than Significant.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

Project operational noise will include occasional boat noise for maintenance and human voices along the proposed perimeter trail. The proposed project is situated in an urban area. The addition of occasional boat noise and human voices will be in character with the existing noise environment and not result in a substantial permanent increase in ambient noise levels. Impacts would be Less than Significant.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

Project construction will result in temporary increases in ambient noise levels lasting for approximately nine months (April 2014 to December 2014). The total construction duration is estimated to be 180 working days. Construction would occur 8 hours per day, 5 days per week. The staging area would be located inside the basin right-of-way, near the boat ramp in the northeastern portion of the basin. The number of workers would be an average of 5 per day in addition to as many as 8 equipment operators. Parking for workers would be at the adjacent Los Angeles County Department of Beaches and Harbors parking lot.

Sediment would be disposed of using end dump trucks, with a haul capacity of 20 cubic yards, to haul the sediment to an appropriate landfill. During excavation and grading of the basin approximately 36 haul trucks per day would be working for a total of approximately 20 days. Berm construction would require approximately 10 truck trips per day for a period of approximately 15 days. The remaining project phases would require approximately two truck trips per day.

As discussed previously, worst-case maximum noise levels, when the greatest number of construction equipment operates simultaneously, are associated specifically with berm construction and could reach up to 75 dBA L_{max}. Worst-case noise levels associated with haul trucks are expected to be 78 dBA at a distance of 100 feet based on equipment specifications, but are expected to be 70 dBA at 100 feet based on the actual measured emissions based on hundreds of emission measurements performed on major construction sites. The haul trucks would not be expected to result in exceedance of the daytime noise level limits at single family homes within 100 feet of active construction. The haul trucks may be audible inside nearby hotel rooms along Admiralty Way or at nearby outdoor use areas, but noise levels would be within daytime noise level limits. Truck trips associated with berm construction will access the basin from the south, where ambient noise levels were measured at 74 dBA. These events, however, would be

intermittent and below the standard construction noise restrictions of 85 dBA, from which this project is exempt, but which would be employed to minimize impacts. Impacts would be Less than Significant.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☑

The project site is located approximately 2.7 miles north of Los Angeles International Airport and approximately 1.6 miles south of the Santa Monica Municipal Airport and is not within those airports' land use plans. The proposed project does not propose any change in existing land uses and will not result in the exposure of people residing or working in the area to excessive noise levels. The proposed project will have no impact.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☑

The proposed project is not within the vicinity of a private airstrip and therefore will not expose people residing or working in the area to excessive noise levels. The proposed project will have no impact.

13. POPULATION AND HOUSING

Residential and commercial developments are located in the areas surrounding the project site.

a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☑

The proposed project consists of enhancing water quality, habitat and recreation functions of the Oxford Basin. Project actions would not induce substantial population growth in an area, either directly or indirectly. As a result, no impact would occur.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☑

The proposed project would not displace any existing housing. No impacts to housing would occur.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☑

The proposed project consists of enhancing water quality, habitat and recreation functions of the Oxford Basin. No people would be displaced by the proposed project. Therefore, it would not be necessary to construct replacement housing and no impact would occur.

14. PUBLIC SERVICES

Setting

The proposed project lies within the boundaries of existing public services. Below is a listing of service and provider:

Health Services:

Public health services are provided to the Marina del Rey area by the L.A. County Department of Health Services (West District, 2509 Pico Boulevard, Santa Monica). Two sub-centers (4150 Overland Boulevard, Culver City and 905 Venice Boulevard, Venice) provide general health services and clinics.

Police Department:

Law enforcement in the Marina del Rey area is provided by the L.A. County Sheriff's station at 13851 Fiji Way.

Fire Department:

Marina del Rey has its own County-supported fire department located at the end of the Main Channel. It is anticipated that intensified Marina development may necessitate expansion of the existing fire department services. This expansion could involve a cooperative agreement with the City of Los Angeles Fire Department to handle a certain portion of the service area.

Schools:

The Marina del Rey area is within the Los Angeles Unified School District.

a)	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire Protection? Police Protection? Schools? Parks? Other public facilities?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☑

The proposed project consists of the enhancement of water quality, habitat and recreation functions of the Oxford Basin and would not result in an increased need for fire and police protection services. There would be no impacts to schools, parks and other public facilities. Therefore, no impacts are anticipated as a result of implementation of the proposed project.

15. RECREATION

The proposed project is located in Marina del Rey, California, served by the Los Angeles County Parks and Recreation Department. There is an existing bicycle path on the north side of the project site.

a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

The proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Because the proposed project would enhance opportunities for passive recreation in Oxford Basin, demand on other parks may lessen slightly; impacts would be Less than Significant.

b)	Does the project include recreational facilities or require the construction or expansion or recreational facilities which might have an adverse physical effect on the environment?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

The Oxford Basin Enhancement Project would improve recreational opportunities at the site. The existing bike path will remain, however, a new walking trail will be installed adjacent to the existing bike path. Night lighting of the trail would also be provided using bollard light fixtures. Thus, the existing trail would be made safer. In addition, observation areas would be constructed for trail users to view Oxford Basin. These improvements to recreation would not have an adverse physical effect on the environment. Impacts would be Less than Significant.

16. TRANSPORTATION/TRAFFIC

Marina del Rey's internal circulation system consists of two main components. First, two secondary highways — Admiralty Way on the east and north, and Via Marina on the west — serve as the main collector roads within the Marina. Second, a number of local streets provide access to the waterfront along local roads, including Fiji Way, Mindanao Way, and Bali Way on the east side, and Tahiti Way, Marquesas Way, Panay Way, and Palawan Way on the west side.

Outside the Marina, two state highways serve the area. They are the Marina Freeway/Expressway (Route 90) and Lincoln Boulevard (Route 1). The Route 90 Freeway and its extension to Lincoln Boulevard serve as the main access to the Marina from the east. Connections between Route 90 and the San Diego Freeway provide access to the Westside and Southbay. Mindanao Way is the only Marina Street that connects directly with the Route 90 extension, but some Route 90 traffic uses Lincoln Boulevard to Bali Way as an alternate route to the Marina.

Lincoln Boulevard serves north and southbound traffic along the eastern boundary of the Marina and provides access to the Marina via three connecting local streets (Fiji Way, Mindanao Way and Bali Way). Culver Boulevard and Jefferson Boulevard serve as the major east-west corridors linking the area to communities east of Lincoln, and south to Westchester.

Access to and from Venice is provided via Palawan Way and Via Marina connections to Washington Blvd. Outlets to the Venice Silver Strand community are provided at Marquesas, Tahiti, Bora Bora Way, and the south exit of Via Marina.

Table 12 shows the traffic counts on major streets in the vicinity of Oxford Basin.

Table 12: Traffic on Streets in the Vicinity of Oxford Basin

Route / Street	Between		Peak Hour		Peak Month		AADT	
			North or East bound	South or West bound	North or East bound	South or West bound	North or East bound	South or West bound
1*	Jefferson	Culver Blvd.	4750	4750	58000	5800	52000	52000
1*	Culver Blvd.	Jxn Rte 90, Marina Freeway	4800	3950	58000	49500	53000	45000
1*	Jxn Rte 90, Marina Freeway	Washington Blvd	4750	4800	61000	63000	56000	58000
90*	Jxn Rte 1, Lincoln Blvd.	Mindanao Way	2400	2400	31000	31000	29500	29500
90*	Mindanao Way	Culver Blvd.	4400	4400	56000	56000	54000	54000
90*	Culver Blvd.	Centinela Ave.	5000	5000	64000	64000	62000	62000
90*	Centinela Ave.	Jxn Rte 405, San Diego Freeway	6200	6200	81000	81000	78000	78000
Admiralty Way	Via Marina**	Palawan Way+	1304	1407				
Admiralty Way	Palawan Way**	Bali Way++	1376	1644				

**2009 Data from California Department of Transportation (http://traffic-counts.dot.ca.gov/index.htm)*
***Mar 2010 Data from Los Angeles County Department of Public Works*
+Aug 2007 Data from Los Angeles County Department of Public Works
++Jan-Jun 2007 Data from Los Angeles County Department of Public Works

A comprehensive and detailed parking study was performed by Raju Associates, Inc. (Draft Right-Sizing Parking Study, November 2009; Appendix C) to assess the public parking needs within the Marina del Rey area. According to the study public parking lots in Marina del Rey are underutilized. Both current and future needs were assessed through the year 2030 and right-sizing of public parking within various areas in Marina del Rey have been addressed as part of this study. The results of the showed that there would be more than adequate public parking supply within the Marina to meet current and future needs. There are two public parking lots adjacent to the Oxford Basin area that serve nearby residents, as well as visitors to the Marina facilities. Lot 7 located at 4350 Admiralty Way has 120 parking spaces for use, Lot 9 located at 14110 Palawan Way has 186 parking spaces available for use, and street parking is also available on Washington Blvd. adjacent to Oxford Basin. Residents and visitors to the Oxford Basin and Marina facilities have the option to park in one of these two public parking lots or have the ability to park in any other public parking lot in the Marina and use the Water Taxi or the Shuttle to reach their final destinations.

a)	Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

The greatest amount of construction traffic would likely occur during excavation and grading. These activities would require approximately 36 haul truck trips per day for a period of 20 days. In addition, there may be as many as 13 workers traveling to the site in the morning and from it in the afternoon. An additional 49 vehicle trips per day would be about 0.09 percent of the annualized average daily trips on Lincoln Blvd (Highway 1) between the 90 freeway and Washington Blvd. and about 0.17 percent of the annualized average daily trips on the 90 freeway between Lincoln Blvd. and Mindanao Way (Table 12). The haul trucks would likely make about 4 to 5 trips per hour during the 20 days of excavation and grading. Five trips per hour would be about 0.3 percent of the peak hour traffic on Admiralty Way between Palawan Way and Bali Way. No increase in operation and maintenance traffic is anticipated. The temporary increase in construction traffic would not conflict with any applicable plans, ordinances, or policies establishing measures of effectiveness for the circulation system. A small (less than 0.5 percent) temporary increase in traffic would be a Less than Significant impact.

b)	Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

As discussed above, the Oxford Basin Enhancement Project would generate a relatively small amount of increased traffic during construction. When construction is completed the project would not result in any significant traffic increase over existing levels. Therefore the project would not generate traffic that would result in exceedance of a level of service standard on any designated road or highway. As identified in the baseline conditions of this Transportation/Traffic section above, because parking is currently underutilized and available parking in the area has been evaluated to be able to provide for current and future needs, there would be a less than significant impact to parking. Additionally, the project would not conflict with an applicable congestion management program. Impacts would be Less than Significant.

c)	Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☑

The Oxford Basin Enhancement Project would have no affect on air traffic patterns. No impact would occur.

d)	Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☑

The Oxford Basin Enhancement Project would not change any roadways and would not involve any incompatible uses. The project would construct a trail around the perimeter of Oxford Basin that would be safer than the existing trail on the north side because it would separate bicyclists from pedestrians. No impact would occur.

e)	Would the project result in inadequate emergency access?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

The project would occur within and adjacent to Oxford Basin, and does not include changes to emergency access routes. Construction of the sidewalk/trail adjacent to Admiralty Way may require traffic control and temporary lane closure; however, lanes would remain open for emergency use. Impacts to emergency access would be Less than Significant.

f)	Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☑

The proposed project would enhance the functions of Oxford Basin. The project would not conflict with adopted policies, plans or programs supporting alternative transportation. No impact would occur.

17. UTILITIES AND SERVICE SYSTEMS

LACDPW operates and maintains the Marina del Rey water system for the Department of Beaches and Harbors. The Marina purchases its water from the Los Angeles County Waterworks District No. 29, which is the purveyor for the Metropolitan Water District of Southern California. The amount of water available for purchase is established by an entitlement agreement, negotiated between the Department of Beaches and Harbors and the district. Maintenance of the sanitary sewers within the Marina is handled by LACDPW, Waterworks and Sewer Maintenance Division.

a)	Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☑

Wastewater will not be generated during construction for discharge to the sewer or to surface water under an NPDES permit. Therefore, wastewater treatment requirements will not be exceeded due to the project. No impact would occur.

b)	Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☑

The proposed project would not require the construction of new water or wastewater treatment facilities or the expansion of existing facilities. No impact would occur.

c)	Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

The proposed project would not construct any major new stormwater drainage facilities or expand existing facilities. The project would reconstruct ~~a new~~the existing catch basin and restore the original capacity of the Oxford Basin. These drainage improvements would not cause significant environmental effects. Impacts would be Less than Significant.

d)	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

Water would be used during construction and to irrigate the new vegetation. The proposed project would have sufficient water supplies available to serve the project. No new or expanded entitlements are needed. There would be a Less than Significant impact.

e)	Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☑

The proposed project will not result in any additional demand on the area's wastewater treatment provider. Water will not be discharged to sewer during construction. No impact would occur.

f)	Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

The proposed project would dispose of excavated sediments from construction at a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. Solid waste that may be collected during operation and maintenance include weeding of landscape vegetation and clearing of trash from trash receptors at observation areas. The impacts to landfill capacity would be Less than Significant.

g)	Would the project comply with federal, state, and local statutes and regulations related to solid waste?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☑

The proposed project would generate solid waste that would need to be disposed of at a landfill. However, the proposed project would comply with federal, state, and local statutes and regulations related to solid waste. No impacts would occur.

18. MANDATORY FINDINGS OF SIGNIFICANCE

a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☑	Less than Significant Impact ☐	No Impact ☐

The proposed project would improve the quality of the environment by improving water quality and returning vegetation to more native species from non-native species. As discussed in Section 2, Number 4. Biological Resources, the only potential impact to a listed species would be the prevention of foraging in Oxford Basin by the State and Federal listed as Endangered California least tern during the first half of the breeding season (April through June) when the Basin is drained for excavation. Because

least terns rarely forage in Oxford Basin, temporary prevention of foraging is a Less than Significant impact. Vegetation and wildlife in Oxford Basin will be disturbed during the nine months of construction. When construction is finished, Oxford Basin will be enhanced as a habitat. Non-native plants will be replaced by more native plants, trees will be replaced with native or non-native, non-invasive trees, and water quality will be improved. The impact of temporary construction on the biological resources of Oxford Basin would be Less than Significant. Implementation of **Mitigation Measure BIO-1** and **Mitigation Measures Bio-2** would reduce any impacts to biological resources to Less than Significant. The proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number of a rare or endangered plant or animal.

As indicated in Section 2, Number 5, Cultural Resources, Oxford Basin has been previously disturbed, but may contain cultural resources that could be disturbed if excavation and grading were to occur at depths greater than previously disturbed. The proposed project would not eliminate important examples of the major periods of California history or prehistory. Implementation of **Mitigation Measure CULT-1** would further minimize the Less than Significant impacts to cultural resources.

b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

As of November 1, 2012, one road project, one water line project, two capital projects, and two private redevelopment projects are currently under construction in the Marina del Rey area (LACDPW 2012b). Table 13 below provides a list of all the Public Works projects within 500 feet of the Project area (LACDPW 2012b) and the relation of these projects to the cumulative environment of the proposed project.

Table 13: Projects for Cumulative Consideration

Project Type / Name	Anticipated Construction Start Date	Overlap Schedule?	Overlap Project Footprint?
Road Projects			
Admiralty Way Street Improvement Project	June 2013	No	No
Fiji Way Roadway Improvement Project	December 2014	Yes	No
Via Marina Pavement/Landscape	December 2014	Yes	No
Watershed Projects			
Parking Lots 5 and 7 Improvement Project	April 2014	Yes	No
Capital Projects			
Seawall Refurbishment Project	March 2013	Yes	No
Private Redevelopment Projects			
Oceana Retirement Facility	January 2013	Yes	Yes
Marina City Club	December 2012	Unknown	No

The only adverse impacts of the Oxford Basin Enhancement Project are temporary increases in noise, traffic, and air emissions, as well as temporary impacts to biological resources, during construction; therefore, these are the only environmental considerations for cumulative effects. The proposed project would not create any adverse impacts to the other environmental considerations/areas; therefore, the proposed project would not add to any cumulative impacts to aesthetics, agriculture/forestry resources, cultural resources, geology and soils, hazards, hydrology/water quality, land use/planning, mineral resources, population/housing, public services, recreation, and utilities/service systems.

The proposed project would have only temporary impacts related to construction and would not continue to affect noise, traffic, air emissions, and biological resources once the project construction has completed; therefore, projects occurring outside of the project schedule were not considered for cumulative effects. The area of cumulative impact considered for the proposed project is within 500 feet of the project footprint because these environmental impacts would not expand beyond this buffer.

Three road projects for cumulative consideration do not overlap the proposed project footprint, but would occur within the 500-foot distance for consideration of cumulative impacts at approximately the same time. However, based on the area of impact of the proposed project and based on the project activity (e.g., limited noise and air quality impacts from landscaping, depending on handtools or machinery, temporary traffic impacts of signal improvements), impacts from these cumulative projects are expected to be negligible in a cumulative environment and would not be expected to significantly contribute to cumulative impacts to air quality, noise, traffic, or biological resources.

The Parking Lot Improvement project would be expected to have construction-related impacts that are localized (e.g., noise levels from removing existing parking lot, air quality from repaving) and would not exceed any thresholds in a cumulative environment. The capital improvements project does not overlap the proposed project footprint, but may overlap in schedule. This seawall refurbishment project would have construction-related impacts that are localized to the specific project area and may have temporary impacts to noise (e.g., deconstructing old structure and new construction), air quality (e.g.,

emissions from trucks), and traffic (e.g., truck trips on surface streets), but would not be expected to create levels contributing to cumulative impacts that exceed any thresholds when considered in combination with the proposed project.

Construction by Oceana of the Oceana Retirement Facility in the parking lot at the western end of Oxford Basin would include construction of a walking trail and landscaping in the immediately adjacent space between the new complex and Oxford Basin; this project would have construction-related impacts only (e.g., trucks carrying materials, noise from construction) and would not be expected to have any significant impacts.

The proposed project may add to the temporary construction noise, traffic, and air emissions at Oxford Basin. Because construction activities of the Oxford Basin Enhancement Project would occur only during a nine-month period and BMPs will be implemented to avoid or further minimize impacts, and potential impacts from projects in the cumulative environment would be expected to be negligible in relation to thresholds or hidden from line-of-sight or blocked/buffered by other buildings, potential cumulative impacts during construction would be Less than Significant.

c)	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☑	No Impact ☐

The proposed project would not result in substantial adverse effects on human beings, either directly or indirectly. The proposed project will result in temporary increases in noise, air emissions, and traffic during the nine months of construction, as described in Section 2, Number 3. Air Quality, ~~Section~~ Number 12. Noise, and ~~Section~~ Number 16. Transportation/Traffic in this document. The temporary increases are associated with earth-moving equipment, haul trucks, and construction employee commutes, but these increases are not continuous and will not persist once construction is completed. In addition, BMPs will be implemented to avoid or further minimize any potential impacts, where practicable. Impacts would be Less than Significant. When construction is completed, the project would enhance the quality of the environment for humans by improving water quality and habitat and by adding project components for recreational users, such as the widened walk/jog path, observation decks, and recreational signage.

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ATTACHMENT A – PROPOSED PLANTING PALETTE

GENERAL PLANTING NOTES:

1. PLANT QUANTITIES IN LEGEND ARE FOR CONTRACTOR'S CONVENIENCE ONLY. OTHER THAN CONTRACT GROWN PLANT MATERIAL, CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL PLANTS SHOWN ON PLANTING PLANS.

2. ALL TREES ARE TO BE PLANTED MIN. 20' FROM EXISTING POWER POLES (WHERE APPLICABLE).

3. CONTRACTOR SHALL PROVIDE 3" DEEP LAYERS OF MEDIUM TO FINE TEXTURED (3/4" TO 2") GROUND WOOD BY-PRODUCT OR SHREDDED BARK MULCH TO ALL NON-PAVED AREAS, EXCEPT IN BASIN AREA BEHIND FENCE LINE. COLOR OF MULCH SHALL BE DARK.

4. PLANS ARE DIAGRAMMATIC. THE CONTRACTOR SHALL BRING TO THE ATTENTION OF THE ENGINEER ANY PERCEIVED DISCREPANCY BEFORE THE START OF CONSTRUCTION.

5. SOIL SHALL BE REPLACED PER PLANTING POCKET. EXCAVATED EXISTING SOIL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF PROPERLY. CONTRACTOR SHALL PROVIDE AND INSTALL IMPORTED TOPSOIL TO FILL IN EXCAVATED AREAS WHERE PLANTINGS ARE PROPOSED. IMPORTED TOPSOIL SHALL CONFORM TO SECTION L, LANDSCAPE OF SPECIAL PROVISIONS. AN AGRONOMICAL SOIL'S REPORT SHALL BE SUBMITTED PER 1.02-2 OF THE SAME SECTION, REVIEWED AND APPROVED BY THE ENGINEER PRIOR TO THE DELIVERY OF THE SOIL ON SITE.

6. ANY SOIL PREPARATION AND PLANTING WITHIN THE DRIP LINE OF THE EXISTING TREES SHALL BE DONE BY HAND.

PLANTING LEGEND

ID	SYMBOL	BOTANICAL NAME / COMMON NAME	SIZE	QTY	SPACING/ REMARKS	WATER USE	PLANTING POCKET DIA./ DEPTH
		ARBUTUS 'MARINA' / STRAWBERRY TREE	24" BOX	16	STANDARD	L	48"/36"
		QUERCUS AGRIFOLIA / COAST LIVE OAK	24" BOX	13	STANDARD	L	48"/36"
		UMBELLULARIA CALIFORNICA / CALIFORNIA LAUREL	15 GAL.	3	STANDARD	L	48"/36"
		EXISTING TREES TO REMAIN					
SALT MIX		COASTAL SALT MARSH MIX: [SEE PLANT LEGEND NOTE (**)] (*PROVIDED BY DPW)					
		[15% BY AREA, 312 PLANTS PER 1,000 S.F.] SPERGULARIA MARINA / SAND MARSH SPURRY	4" POT	11,157	9" O.C.	NA	12"/24"
		[30% BY AREA, 21 PLANTS PER 1,000 S.F.] DISTICHLIS SPICATA / SALTGRASS (**)	1 GAL.	779	48" O.C.	NA	24"/36"
		[30% BY AREA, 153 PLANTS PER 1,000 S.F.] SALICORNIA VIRGINICA / COMMON PICKLEWEED (**)	4" POT	5463	18" O.C.	NA	12"/24"
		[15% BY AREA, 312 PLANTS PER 1,000 S.F.] FRANKENIA SALINA / ALKALI HEATH	4" POT	11,157	9" O.C.	NA	12"/24"
		[10% BY AREA, 7 PLANTS PER 1,000 S.F.] JUNCUS ACUTUS LEOPOLDI / SOUTHWEST SPINY RUSH	1 GAL.	250	48" O.C.	M	24"/36"
SAGE MIX		COASTAL SAGE & BLUFF SCRUB MIX: (*PROVIDED BY DPW)					
		[15% BY AREA, 11 PLANTS PER 1,000 S.F.] ARTEMISIA CALIFORNICA / CALIFORNIA SAGEBRUSH	1 GAL.	987	48" O.C.	L	24"/36"
		20% BY AREA, 14 PLANTS PER 1,000 S.F.] ENCELIA CALIFORNICA / CALIFORNIA ENCELIA	1 GAL.	1256	48" O.C.	VL	24"/36"
		[15% BY AREA, 44 PLANTS PER 1,000 S.F.] ERIOGONUM PARVIFOLIUM / SEACLIFF BUCKWHEAT	1 GAL.	3946	24" O.C.	VL	18"/36"
		20% BY AREA, 14 PLANTS PER 1,000 S.F.] ERIOGONUM FASCICULATUM / CAL. BUCKWHEAT	1 GAL.	1256	48" O.C.	VL	24"/36"
		[15% BY AREA, 44 PLANTS PER 1,000 S.F.] NASSELLA PULCHRA / PURPLE NEEDLEGRASS	1 GAL.	3946	24" O.C.	VL	18"/36"
		[15% BY AREA, 3 PLANTS PER 1,000 S.F.] RHUS INTEGRIFOLIA / LEMONADE BERRY	5 GAL.	269	8' O.C.	VL	36"/36"
PRAI MIX		COASTAL PRAIRIE MIX: (*PROVIDED BY DPW)					
		[35% BY AREA, 46 PLANTS PER 1,000 S.F.] ISOCOMA MENZIESII / COASTAL GOLDENBUSH	1 GAL.	193	36" O.C.	VL	24"/36"
		[50% BY AREA, 145 PLANTS PER 1,000 S.F.] NASSELLA PULCHRA / PURPLE NEEDLE GRASS	1 GAL.	606	24" O.C.	VL	18"/36"
		[15% BY AREA, 312 PLANTS PER 1,000 S.F.] SISYRINCHIUM BELLUM / BLUE EYED GRASS	1 GAL.	1303	9" O.C.	L	12"/24"
SCRN MIX		SCREENING MIX: [SEE PLANT LEGEND NOTE (***)] (*PROVIDED BY DPW)					
		[30% BY AREA, 6 PLANTS PER 1,000 S.F.] BACCHARIS SALICIFOLIA / MULEFAT	5 GAL.	145	8' O.C.	M	36"/36"
		[5% BY AREA, 4 PLANTS PER 1,000 S.F.] ROSA CALIFORNICA / WILD ROSE	5 GAL.	97	48"O.C.	L	24"/36"
		[5% BY AREA, 4 PLANTS PER 1,000 S.F.] RUBUS URSINUS / CALIFORNIA BLACKBERRY	5 GAL.	96	48"O.C.	L	24"/36"
		[20% BY AREA, 4 PLANTS PER 1,000 S.F.] SAMBUCUS MEXICANA / BLUE ELDERBERRRY	15 GAL.	96	8' O.C.	M	36"/36"
		[30% BY AREA, 6 PLANTS PER 1,000 S.F.] SALIX EXIGUA / NARROWLEAF WILLOW	15 GAL.	145	8' O.C.	M	36"/36"
		[10% BY AREA, 7 PLANTS PER 1,000 S.F.] VITIS GIRDIANA / DESERT GRAPE (***)	5 GAL.	169	48"O.C.	L	24"/36"

PLANTING LEGEND CONTINUED

ID	SYMBOL	BOTANICAL NAME / COMMON NAME	SIZE	QTY	SPACING/ REMARKS	WATER USE	PLANTING POCKET DIA./ DEPTH
SWAL MIX		GRASSY SWALE MIX: (*PROVIDED BY DPW)					
		[35% BY AREA, 24 PLANTS PER 1,000 S.F.] DISTICHLIS SPICATA / SALTGRASS	1 GAL.	101	48" O.C.	NA	24"/36"
		[35% BY AREA, 24 PLANTS PER 1,000 S.F.] JUNCUS ACUTUS / SPINY RUSH	1 GAL.	101	48" O.C.	M	24"/36"
		[30% BY AREA, 39 PLANTS PER 1,000 S.F.] CAREX BARBARAE / SANTA BARBARA SEDGE	1 GAL.	164	36" O.C.	M	24"/36"
		ORNAMENTAL MIX:					
ARC HOO	Ⓐ	ARCTOSTAPHYLOS HOOKERI / MONTEREY MANZANITA	5 GAL.	36		L	24"/36"
CEA EBB	Ⓒ	CEANOTHUS 'EBBET'S FIELD' / DWARF WILD LILAC	5 GAL.	144		L	24"/36"
LIM CAL	Ⓛ	LIMONIUM CALIFORNICA / SEA LAVENDER	1 GAL.	220		L	24"/36"
SAL SPA	Ⓢ	SALVIA SPATHACEA / HUMMINGBIRD SAGE	1 GAL.	99		L	24"/36"
COR MAR	Ⓒ	COREOPSIS MARITIMA / SEA DAHLIA	1 GAL.	150		L	18"/36"
VER LIL	⊕	VERBENA LILACINA "DE LA MINA" / CEDROS ISLAND VERBENA	1 GAL.	133		L	24"/36"
ERI KAR	Ⓨ	ERIGERON KARVINSKIANUS/ SANTA BARBARA DAISY	1 GAL.	42		M	24"/36"
JUS BRA	Ⓙ	JUSTICIA BRANDEGEANA / SHRIMP PLANT	1 GAL.	43		M	24"/36"
FES CAL	⊙	FESTUCA CALIFORNICA / CALIFORNIA FESCUE	1 GAL.	315		M	12"/24"
IRI DOU	Ⓘ	IRIS DOUGLASIANA / DOUGLAS IRIS	1 GAL.	100		M	12"/24"
HEU MAX	Ⓗ	HEUCHERA MAXIMA / ISLAND ALUM ROOT	1 GAL.	54		M	24"/36"
RHU INT	⊕	RHUS INTEGRIFOLIA / LEMONADE BERRY	5 GAL.	18		VL	36"/36"
BAC SAL	BC	BACCHARIS SALICIFOLIA / MULEFAT	5 GAL.	18		VL	36"/36"
		MULCH AROUND EXISTING PLANTS					

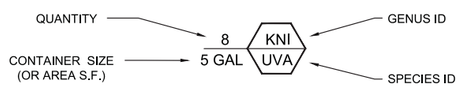
PLANT LEGEND NOTES:

(*PURCHASED AND PROVIDED BY DPW) - PLANTS LISTED UNDER "COASTAL SALT MARSH MIX, COASTAL SAGE & BLUFF SCRUB MIX, COASTAL PRAIRIE MIX, SCREENING MIX, AND GRASSY SWALE MIX," WILL BE PRE-ORDERED BY THE COUNTY UNDER SEPARATE CONTRACT. CONTRACTOR WILL BE RESPONSIBLE FOR OBTAINING PLANTS LISTED IN THE CATEGORIES "TREES" AND "ORNAMENTAL MIX"

(**) - ELEVATION FOR COASTAL SALT MARSH MIX AREA IS TO BE BETWEEN +O' MSL AND +3' MSL. SALICORNIA VIRGINICA / COMMON PICKLEWEED IS TO BE LIMITED TO THE MIDDLE ZONE (+1' MSL TO +2' MSL) WITHIN THE COASTAL SALT MARSH AREA. DISTICHLIS SPICATA / SALTGRASS IS TO BE LIMITED TO THE UPPER THIRD (+2' MSL TO +3' MSL) WITHIN THE COASTAL SALT MARSH AREA.

(***) - LIMIT VITIS GIRDIANA / DESERT GRAPE TO FENCE LINES IN THE SCREENING MIX AREAS. SUPPLY SUPPORT TIES AS NECESSARY.

PLANT CALLOUT KEY:



PLAN LS

DIGALERT
CALL 8-1-1 TOLL FREE
2 workings days before you dig

DATE	MK	DESCRIPTION

REVISIONS

PROJECT LANDSCAPE ARCHITECT

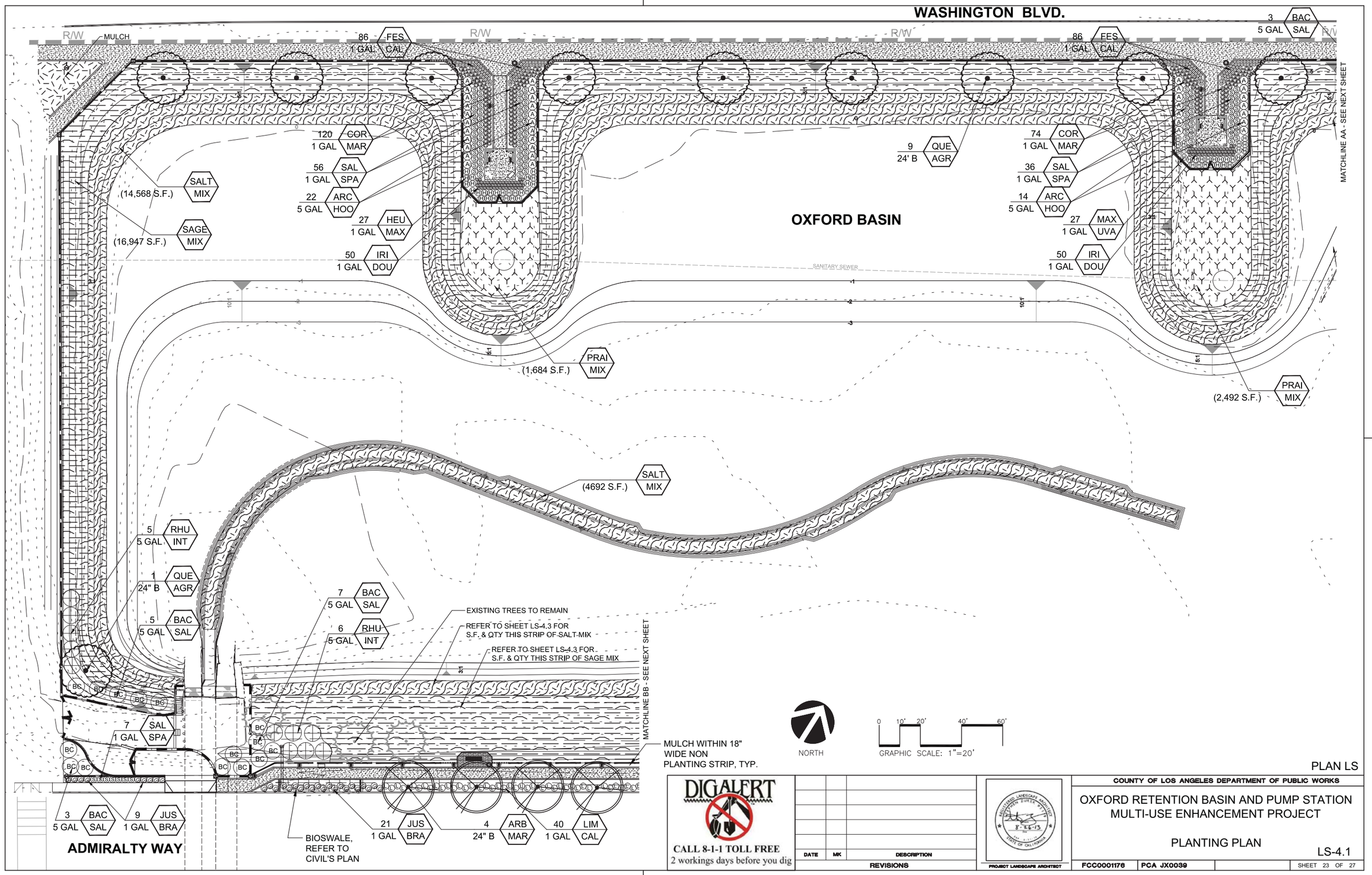
COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

OXFORD RETENTION BASIN AND PUMP STATION
MULTI-USE ENHANCEMENT PROJECT

PLANTING LEGEND & NOTES

LS-4.0

FCC0001176	PCA JX0039		SHEET 22 OF 27



PLAN LS

DIGALERT
CALL 8-1-1 TOLL FREE
2 workings days before you dig

DATE	MK	DESCRIPTION
		REVISIONS

PROJECT LANDSCAPE ARCHITECT

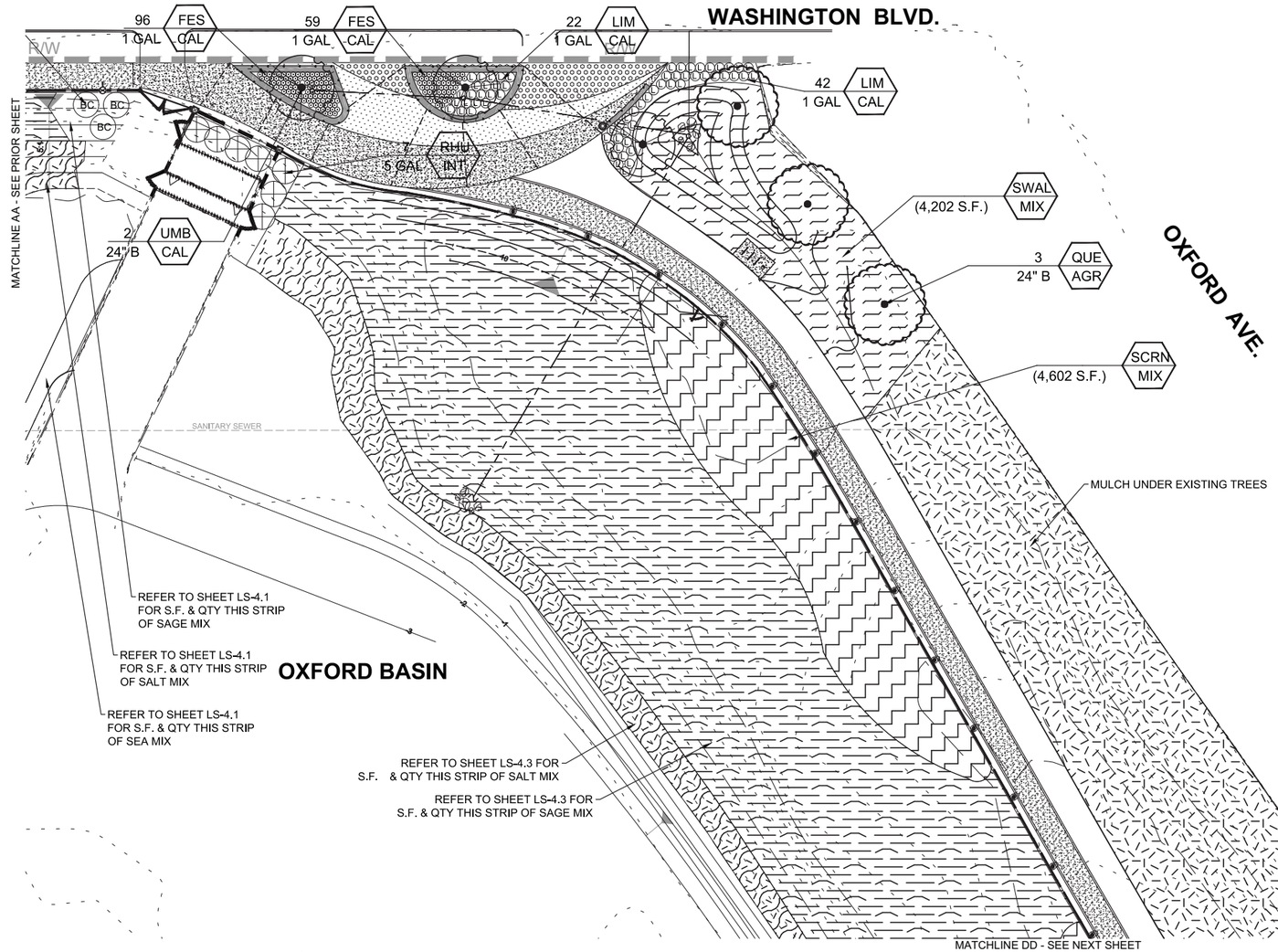
COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

OXFORD RETENTION BASIN AND PUMP STATION
MULTI-USE ENHANCEMENT PROJECT

PLANTING PLAN

LS-4.1

FCC0001176	PCA JX0039		SHEET 23 OF 27



NORTH

0 10' 20' 40' 60'
GRAPHIC SCALE: 1"=20'

DIGALERT
CALL 8-1-1 TOLL FREE
2 workings days before you dig

PLAN LS

DATE	MK	DESCRIPTION

REVISIONS

PROJECT LANDSCAPE ARCHITECT

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

OXFORD RETENTION BASIN AND PUMP STATION
MULTI-USE ENHANCEMENT PROJECT

PLANTING PLAN

LS-4.2

FCC0001176	PCA JX0039		SHEET 24 OF 27

MATCHLINE DD - SEE PRIOR SHEET

MATCHLINE CC - SEE PRIOR SHEET

OXFORD BASIN

ADMIRALTY WAY

OXFORD AVE.

(34,413 S.F.) SAGE MIX

(9,193 S.F.) SALT MIX

(5,826 S.F.) SALT MIX

(35,565 S.F.) SAGE MIX

(4,015 S.F.) SCRN MIX

MULCH UNDER EXISTING TREES

(1,423 S.F.) SCRN MIX

21 1 GAL VER LIL

2 24" B ARB MAR

LINER STARTS HERE, REFER TO CIVIL'S PLAN

32 5 GAL CEA EBB

32 1 GAL ERI KAR

65 5 GAL CEA EBB

53 1 GAL VER LIL

MATCHLINE EE - SEE NEXT SHEET

NORTH

0 10' 20' 40' 60'

GRAPHIC SCALE: 1"=20'

PLAN LS

DIGALERT

CALL 8-1-1 TOLL FREE

2 workings days before you dig

DATE	MK	DESCRIPTION

REVISIONS

PROJECT LANDSCAPE ARCHITECT

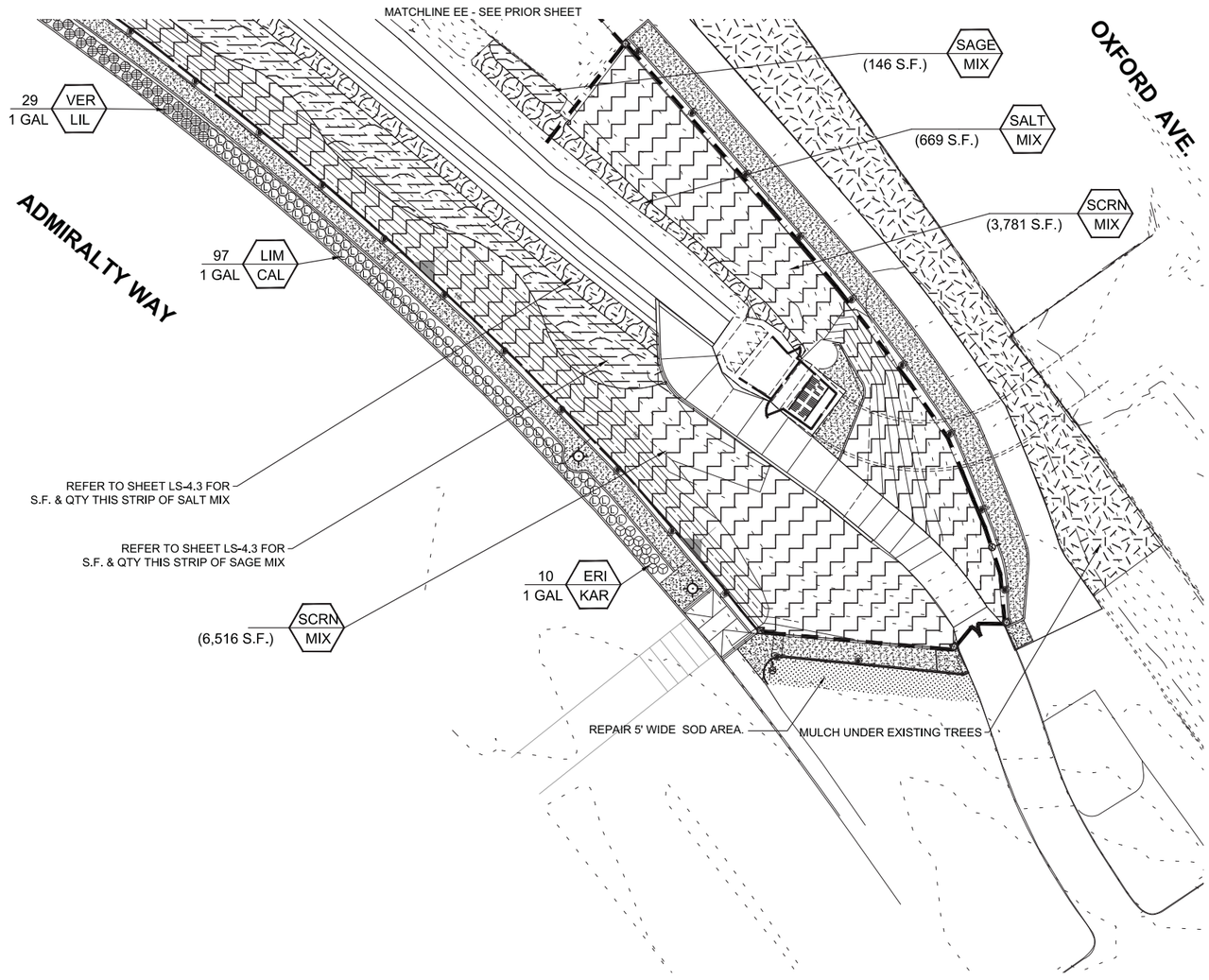
COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

OXFORD RETENTION BASIN AND PUMP STATION MULTI-USE ENHANCEMENT PROJECT

PLANTING PLAN

LS-4.3

FCC0001176	PCA JX0039		SHEET 25 OF 27



NORTH

0 10' 20' 40' 60'
GRAPHIC SCALE: 1"=20'

PLAN LS

DIGALERT
CALL 8-1-1 TOLL FREE
2 workings days before you dig

DATE	MK	DESCRIPTION

REVISIONS

PROJECT LANDSCAPE ARCHITECT

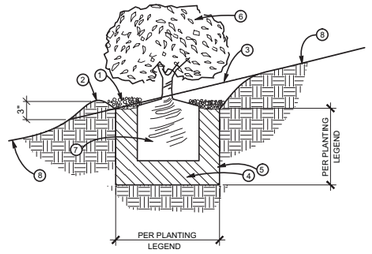
COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

OXFORD RETENTION BASIN AND PUMP STATION
MULTI-USE ENHANCEMENT PROJECT

PLANTING PLAN

LS-4.4

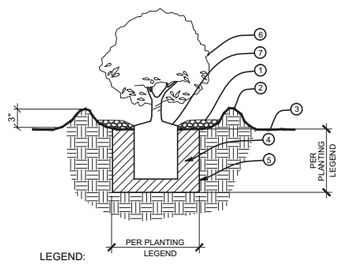
FCC0001176	PCA JX0039		SHEET 26 OF 27



LEGEND:

1. BACKFILL WATER BASIN W/ 3" OF UNCOMPACTED MULCH. KEEP MULCH AWAY FROM CROWN.
2. FORM 3" HIGH BERM TO MATCH EXCAVATED AREA PER PLANTING LEGEND AROUND BASIN.
3. EXISTING SLOPE.
4. BACKFILL MIX. REFER TO SPECIAL PROVISIONS. FOOT TAMP SUFFICIENT ENOUGH TO REMOVE AIR POCKETS AND PREVENT SETTLING.
5. PLANTING POCKET - DIMENSION PER PLANTING LEGEND.
6. SHRUB.
7. ROOT BALL. SET TOP OF ROOT BALL 1" ABOVE ADJACENT GRADE (DOWN SLOPE SIDE).
8. PROPOSED JUTEMAT. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

(E) SHRUB PLANTING ON SLOPE NTS

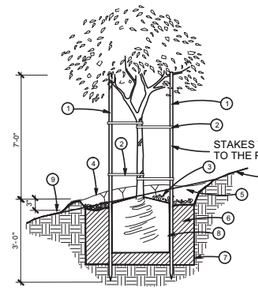


LEGEND:

1. BACKFILL WATER BASIN W/ 3" LAYER OF MULCH. KEEP MULCH AWAY FROM CROWN OF ROOTBALL.
2. FORM 3" HIGH BERM AROUND BASIN
3. FINISH GRADE
4. BACKFILL MIX. REFER TO SPECIAL PROVISIONS. FOOT TAMP SUFFICIENT ENOUGH TO REMOVE AIR POCKETS AND PREVENT SETTLING
5. PLANTING POCKET - DIMENSION PER PLANTING LEGEND
6. SHRUB/GROUND COVER
7. SET TOP OF ROOT BALL 1" ABOVE FINISH GRADE

(C) SHRUB PLANTING NTS

(A) NTS

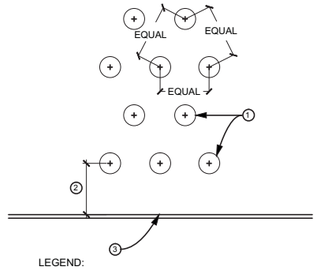


NOTE: AFTER TREE IS PLANTED, PRUNE AND SHAPE AS DIRECTED AND APPROVED BY THE ENGINEER AND LANDSCAPE ARCHITECT

LEGEND:

1. (2) TWO 10'-0" x 2" COMPLETELY TREATED LODGEPOLE TREE STAKE. REFER TO SPECIAL PROVISIONS.
2. FASTEN TREE TO STAKES W/ "WONDER TREE TIES" OR EQUAL (TYP.) TWO (2) AT EACH STAKE.
3. BACKFILL WATER BASIN W/ 3" OF UNCOMPACTED MULCH. KEEP MULCH AWAY FROM CROWN.
4. FINISH GRADE (VARIES) FORM 3" HIGH BERM AROUND BASIN. EXCAVATE TO FORM BERM. 3'-0" DIA.
5. SLOPE BEYOND
6. BACKFILL MIX. REFER TO SPECIAL PROVISIONS. FOOT TAMP SUFFICIENT ENOUGH TO REMOVE AIR POCKETS AND PREVENT SETTLING.
7. PLANTING POCKET. SIZE PER PLANTING LEGEND.
8. ROOT BALL. SET TOP OF ROOT BALL 1" ABOVE FINISHED GRADE.
9. EROSION CONTROL JUTEMAT. SEE SPECIAL PROVISIONS FOR INFORMATION.

(F) TREE PLANTING/STAKING ON SLOPE NTS



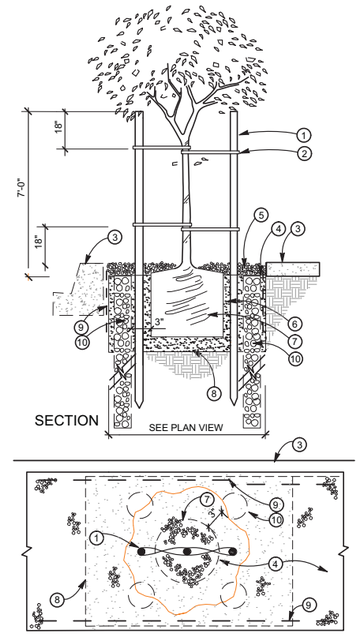
LEGEND:

1. LOCATE PLANTS WITH AN EQUAL ON-CENTER SPACING AS INDICATED ON THE DRAWINGS.
2. PLANT SETBACK FROM BACK OF CURB/EDGE OF PAVEMENT SHALL BE THE SAME AS THE SPACING OF THE PLANTS PER PLANTING LEGEND.
3. BACK OF CURB AND/OR EDGE OF PAVEMENT

NOTE:

1. ALIGN PLANT SPACING ROW LAYOUT PARALLEL TO THE CURB OR EDGE OF PAVING

(D) SHRUB / GROUNDCOVER SPACING



LEGEND:

1. (2) TWO 10'-0" x 2" DIA. TREATED LODGEPOLE TREE STAKES
2. FASTEN TREE TO STAKES WITH "WONDER TREE TIES" OR APPROVED EQUAL, TWO (2) AT EACH STAKE, FOUR TOTAL.
3. FINISH SURFACE OF ADJACENT PAVING OR CURB
4. SET FINISH GRADE AT 3" BELOW ADJACENT PAVING OR CURB
5. 3" OF STABILIZED DECOMPOSED GRANITE, 3" CLEAR FROM TRUNK. TAMP SMOOTH.
6. BACKFILL MIX. REFER TO SPECIFICATIONS. FOOT TAMP SUFFICIENT ENOUGH TO REMOVE AIR POCKETS AND PREVENT SETTLING.
7. ROOT BALL. SET TOP OF ROOT BALL 1" ABOVE FINISH GRADE. TRUNK/ROOT FLARE SHALL BE VISIBLE DO NOT COVER ROOTBALL WITH SOIL
8. PLANTING POCKET. SIZE PER PLANTING LEGEND
9. LINEAR ROOT BARRIER 12' LENGTH X 18" DEEP PARALLEL TO CURB AND SIDEWALK ONLY.
10. PERFORATED PIPE (4" DIA., 48" DEPTH), 4 TOTAL FLUSH WITH BACKFILL GRADE. FILL WITH 1-1/2" GRAVEL. ENCASE IN FILTER FABRIC (OVERLAP 12").

NOTE:

1. REMOVE ALL NURSERY STAKES
2. INSTALL TREE STAKES PERPENDICULAR TO THE PREVAILING WIND OR DIRECTION OF TRAFFIC.
3. AFTER THE TREE IS PLANTED, PRUNE AS DIRECTED AND APPROVED BY THE ENGINEER AND LANDSCAPE ARCHITECT.

(B) PARKWAY TREE PLANTING NTS

PLAN LS

DIGALERT
CALL 8-1-1 TOLL FREE
2 workings days before you dig

DATE	MK	DESCRIPTION

REVISIONS

PROJECT LANDSCAPE ARCHITECT

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

OXFORD RETENTION BASIN AND PUMP STATION
MULTI-USE ENHANCEMENT PROJECT

PLANTING DETAILS

LS-4.5

FCC0001176	PCA JX0039		SHEET 27 OF 27

ATTACHMENT . – Air Quality/Climate Change Calculations

Activity Emissions Summary

Excavation and Grading

Emission Source	Criteria Emissions (lbs/d)					Total GHG Emissions (tonnes)			
	ROG	CO	NO_X	PM_{10}	$PM_{2.5}$	CO_2	CH_4	N_2O	CO_2e
Off-road	3.17	16.18	24.34	1.28	1.27	77.39	0.008	N/A	79.8
On-road Trucks	0.73	2.86	15.22	0.56	0.51	32.73	0.000	0.001	33.1
Employees	0.03	1.04	0.10	0.00	0.00	1.75	0.000	0.000	1.8
TOTALS	***3.94***	***20.08***	***39.66***	***1.84***	***1.78***	***111.9***	***0.008***	***0.001***	***114.6***

Berms

Emission Source	Criteria Emissions (lbs/d)					Total GHG Emissions (tonnes)			
	ROG	CO	NO_X	PM_{10}	$PM_{2.5}$	CO_2	CH_4	N_2O	CO_2e
Off-road	2.96	13.09	23.65	1.07	1.06	39.00	0.004	N/A	40.1
On-road Trucks	0.20	0.79	4.23	0.15	0.14	6.82	0.000	0.000	6.9
Employees	0.02	0.67	0.07	0.00	0.00	2.26	0.000	0.000	2.3
TOTALS	***3.19***	***14.55***	***27.94***	***1.23***	***1.20***	***48.1***	***0.004***	***0.000***	***49.3***

Walk, Sidewalk, Concrete Wall, Fencing

Emission Source	Criteria Emissions (lbs/d)					Total GHG Emissions (tonnes)			
	ROG	CO	NO_X	PM_{10}	$PM_{2.5}$	CO_2	CH_4	N_2O	CO_2e
Off-road	0.00	0.00	0.00	0.00	0.00	0.00	0.000	N/A	0.0
On-road Trucks	0.04	0.16	0.85	0.03	0.03	2.73	0.000	0.000	2.8
Employees	0.00	0.00	0.00	0.00	0.00	0.75	0.000	0.000	0.8
TOTALS	***0.04***	***0.16***	***0.85***	***0.03***	***0.03***	***3.5***	***0.000***	***0.000***	***3.5***

Landscape, Irrigation

Emission Source	Criteria Emissions (lbs/d)					Total GHG Emissions (tonnes)			
	ROG	CO	NO_X	PM_{10}	$PM_{2.5}$	CO_2	CH_4	N_2O	CO_2e
Off-road	0.00	0.00	0.00	0.00	0.00	0.00	0.000	N/A	0.0
On-road Trucks	0.04	0.16	0.85	0.03	0.03	5.46	0.000	0.000	5.5
Employees	0.00	0.00	0.00	0.00	0.00	1.50	0.000	0.000	1.5
TOTALS	***0.04***	***0.16***	***0.85***	***0.03***	***0.03***	***7.0***	***0.000***	***0.000***	***7.1***

Air Quality/Climate Change Calculations

Trash TMDL Device

Emission Source	Criteria Emissions (lbs/d)					Total GHG Emissions (tonnes)			
	ROG	CO	NO_X	PM_{10}	$PM_{2.5}$	CO_2	CH_4	N_2O	CO_2e
Off-road	0.00	0.00	0.00	0.00	0.00	0.00	0.000	N/A	0.0
On-road Trucks	0.04	0.16	0.85	0.03	0.03	0.18	0.000	0.000	0.2
Employees	0.00	0.00	0.00	0.00	0.00	0.05	0.000	0.000	0.1
TOTALS	***0.04***	***0.16***	***0.85***	***0.03***	***0.03***	***0.2***	***0.000***	***0.000***	***0.2***

Access & Boat Ramp

Emission Source	Criteria Emissions (lbs/d)					Total GHG Emissions (tonnes)			
	ROG	CO	NO_X	PM_{10}	$PM_{2.5}$	CO_2	CH_4	N_2O	CO_2e
Off-road	2.03	8.60	16.23	0.72	0.72	26.00	0.002	N/A	26.7
On-road Trucks	0.04	0.16	0.85	0.03	0.03	0.91	0.000	0.000	0.9
Employees	0.03	0.89	0.09	0.00	0.00	0.75	0.000	0.000	0.8
TOTALS	***2.10***	***9.64***	***17.17***	***0.75***	***0.75***	***27.7***	***0.002***	***0.000***	***28.4***

Tide Gate Replacement

Emission Source	Criteria Emissions (lbs/d)					Total GHG Emissions (tonnes)			
	ROG	CO	NO_X	PM_{10}	$PM_{2.5}$	CO_2	CH_4	N_2O	CO_2e
Off-road	0.36	1.48	2.93	0.15	0.15	3.33	0.00	N/A	3.4
On-road Trucks	0.03	0.13	0.98	0.02	0.02	0.14	0.000	0.000	0.1
Employees	0.02	0.59	0.06	0.00	0.00	1.00	0.000	0.000	1.0
TOTALS	***0.41***	***2.20***	***3.97***	***0.17***	***0.17***	***4.5***	***0.000***	***0.000***	***4.6***

GRAND TOTAL

Emission Source	Criteria Emissions (lbs/d)					Total GHG Emissions (tonnes)			
	ROG	CO	NO_X	PM_{10}	$PM_{2.5}$	CO_2	CH_4	N_2O	CO_2e
Off-road	8.53	39.34	67.16	3.22	3.19	145.72	0.014	N/A	150.06
On-road Trucks	1.13	4.43	23.81	0.85	0.79	48.97	0.000	0.002	49.46
Employees	0.10	3.18	0.31	0.00	0.00	8.07	0.001	0.001	8.30
TOTALS	***9.76***	***46.95***	***91.28***	***4.08***	***3.98***	***202.8***	***0.015***	***0.002***	***207.8***

Employee Commute Criteria Emissions

Vehicle Activity

Activity	Total Days	No. Employees	Round Trip (mi)	VMT per day	Total VMT (mi)
Excavation & grading	20	7	30	210	4,200
Berm	20	9	15	135	2,700
Walk, sidewalk, concrete wall, fencing	30	0	30	0	0
Landscape, irrigation	60	0	30	0	0
Trash TDML device	2	0	30	0	0
Access & boat ramp	10	6	30	180	1,800
Tide Gate Replacement	20	4	30	120	2,400
Totals				***525***	***8,700***

Criteria Emissions

Activity	Pounds per day				
	ROG	CO	NO_X	PM_{10}	$PM_{2.5}$
Excavation & grading	0.033	1.035	0.102	0.002	0.001
Berm	0.021	0.665	0.066	0.001	0.001
Walk, sidewalk, concrete wall, fencing	0.000	0.000	0.000	0.000	0.000
Landscape, irrigation	0.000	0.000	0.000	0.000	0.000
Trash TDML device	0.000	0.000	0.000	0.000	0.000
Access & boat ramp	0.029	0.887	0.088	0.001	0.001
Tide Gate Replacement	0.019	0.591	0.058	0.001	0.001
Totals	***0.10***	***3.18***	***0.31***	***0.00***	***0.00***

Employee Commute GHG Emissions

Vehicle Activity

Activity	Total Trips (days)	Trips per day	Round Trip (mi)	VMT per day	Total VMT (mi)
Excavation & grading	20	7	30	210	4,200
Berm	20	9	30	270	5,400
Walk, sidewalk, concrete wall, fencing	30	2	30	60	1,800
Landscape, irrigation	60	2	30	60	3,600
Trash TDML device	2	2	30	60	120
Access & boat ramp	10	6	30	180	1,800
Tide Gate Replacement	20	4	30	120	2,400
Totals				***840***	***16,920***

Emissions (tonnes)

CO_2	CH_4	N_2O	CO_2e
1.755	0.00012	0.00015	1.805
2.256	0.00016	0.00020	2.320
0.752	0.00005	0.00007	0.773
1.504	0.00011	0.00013	1.547
0.050	0.00000	0.00000	0.052
0.752	0.00005	0.00007	0.773
1.003	0.00007	0.00009	1.031
8.07	***0.0006***	***0.0007***	***8.30***

On-Road Trucks Criteria Emissions

Vehicle Activity

Activity	Total Trips (days)	Trips per day	Round Trip (mi)	VMT per day	Total VMT (mi)
Excavation & grading	20	36	40	1,440	28,800
Berm	15	10	40	400	6,000
Walk, sidewalk, concrete wall, fencing	30	2	40	80	2,400
Landscape, irrigation	60	2	40	80	4,800
Trash TDML device	2	2	40	80	160
Access & boat ramp	10	2	40	80	800
Tide Gate Replacement	2	1	40	40	80
			Totals	***2,200***	***43,040***

Criteria Emissions

Activity	Pounds per day				
	ROG	CO	NO_X	PM_{10}	$PM_{2.5}$
Excavation & grading	0.733	2.862	15.216	0.557	0.512
Berm	0.204	0.795	4.227	0.155	0.142
Walk, sidewalk, concrete wall, fencing	0.041	0.159	0.845	0.031	0.028
Landscape, irrigation	0.041	0.159	0.845	0.031	0.028
Trash TDML device	0.041	0.159	0.845	0.031	0.028
Access & boat ramp	0.041	0.159	0.845	0.031	0.028
Tide Gate Replacement	0.028	0.134	0.985	0.019	0.017
Totals	***1.13***	***4.43***	***23.81***	***0.85***	***0.79***

Off-Road Criteria Emissions

Excavation and Grading

Equipment				Emission Factors (g/bhp-hr)					Emissions (lbs/d)				
Type	BHP	LF	hrs/ day	ROG	CO	NO_X	PM_{10}	$PM_{2.5}$	ROG	CO	NO_X	PM_{10}	$PM_{2.5}$
Excavator	157	0.38	7	0.574	3.372	4.215	0.231	0.231	0.528	3.105	3.881	0.213	0.213
Excavator	157	0.38	7	0.574	3.372	4.215	0.231	0.231	0.528	3.105	3.881	0.213	0.213
Loader	75	0.36	8	0.696	3.848	4.671	0.369	0.369	0.331	1.832	2.224	0.176	0.176
Loader	75	0.36	8	0.696	3.848	4.671	0.369	0.369	0.331	1.832	2.224	0.176	0.176
Dozer	358	0.40	7	0.658	2.854	5.490	0.227	0.227	1.454	6.307	12.132	0.502	0.502
								Totals	***3.17***	***16.18***	***24.34***	***1.28***	***1.28***

Berm

Equipment				Emission Factors (g/bhp-hr)					Emissions (lbs/d)				
Type	BHP	LF	hrs/ day	ROG	CO	NO_X	PM_{10}	$PM_{2.5}$	ROG	CO	NO_X	PM_{10}	$PM_{2.5}$
Excavator	157	0.38	7	0.574	3.372	4.215	0.231	0.231	0.528	3.105	3.881	0.213	0.213
Loader	75	0.36	8	0.696	3.848	4.671	0.369	0.369	0.331	1.832	2.224	0.176	0.176
Concrete trucks	381	0.57	3	0.452	1.283	3.770	0.125	0.125	0.649	1.843	5.415	0.180	0.180
Dozer	358	0.40	7	0.658	2.854	5.490	0.227	0.227	1.454	6.307	12.132	0.502	0.502
								Totals	***2.96***	***13.09***	***23.65***	***1.07***	***1.07***

Access & Boat Ramp

Equipment				Emission Factors (g/bhp-hr)					Emissions (lbs/d)				
Type	**BHP**	**LF**	**hrs/ day**	**ROG**	**CO**	**NO_X**	**PM_{10}**	**$PM_{2.5}$**	**ROG**	**CO**	**NO_X**	**PM_{10}**	**$PM_{2.5}$**
Excavator	157	0.38	4	0.574	3.372	4.215	0.231	0.231	0.302	1.774	2.218	0.122	0.122
Loader	75	0.36	6	0.696	3.848	4.671	0.369	0.369	0.249	1.374	1.668	0.132	0.132
Concrete trucks	381	0.57	3	0.452	1.283	3.770	0.125	0.125	0.649	1.843	5.415	0.180	0.180
Dozer	358	0.40	4	0.658	2.854	5.490	0.227	0.227	0.831	3.604	6.933	0.287	0.287
								Totals	***2.03***	***8.60***	***16.23***	***0.72***	***0.72***

Tide Gate Replacement

Equipment				Emission Factors (g/bhp-hr)					Emissions (lbs/d)				
Type	**BHP**	**LF**	**hrs/ day**	**ROG**	**CO**	**NO_X**	**PM_{10}**	**$PM_{2.5}$**	**ROG**	**CO**	**NO_X**	**PM_{10}**	**$PM_{2.5}$**
Loader	75	0.36	4	0.696	3.848	4.671	0.369	0.369	0.166	0.916	1.112	0.088	0.088
Crane	208	0.43	2	0.496	1.427	4.605	0.160	0.160	0.196	0.563	1.816	0.063	0.063
								Totals	***0.36***	***1.48***	***2.93***	***0.15***	***0.15***

On-Road Trucks GHG Emissions

Vehicle Activity

Activity	Total Trips (days)	Trips per day	Round Trip (mi)	VMT per day	Total VMT (mi)
Excavation & grading	20	36	40	1,440	28,800
Berm	15	10	40	400	6,000
Walk, sidewalk, concrete wall, fencing	30	2	40	80	2,400
Landscape, irrigation	60	2	40	80	4,800
Trash TDML device	2	2	40	80	160
Access & boat ramp	10	2	40	80	800
Tide Gate Replacement	2	1	40	40	80
			Totals	***2,200***	***43,040***

Emissions (tonnes)

CO_2	CH_4	N_2O	CO_2e
32.735	0.00003	0.00105	33.060
6.820	0.00001	0.00022	6.887
2.728	0.00000	0.00009	2.755
5.456	0.00000	0.00017	5.510
0.182	0.00000	0.00001	0.184
0.909	0.00000	0.00003	0.918
0.140	0.00000	0.00000	0.141
48.97	***0.0000***	***0.0016***	***49.46***

Off-Road GHG Emissions

Excavation and Grading

Equipment						Emission Factors (g/bhp-hr)		Emissions (tonnes)		
Type	BHP	Load Factor	hrs/ day	Total Days	Total Hours	CO_2	CH_4	CO_2	CH_4	CO_2e
Excavator	157	0.38	7	60	420	568.3	0.051	14.24	0.001	14.64
Excavator	157	0.38	7	60	420	568.3	0.051	14.24	0.001	14.64
Loader	75	0.36	8	60	480	568.3	0.062	7.37	0.001	7.61
Loader	75	0.36	8	60	480	568.3	0.062	7.37	0.001	7.61
Dozer	358	0.4	7	60	420	568.3	0.059	34.18	0.004	35.28
							Totals	***77.39***	***0.008***	***79.78***

Berm

Equipment						Emission Factors (g/bhp-hr)		Emissions (tonnes)		
Type	BHP	Load Factor	hrs/ day	Total Days	Total Hours	CO_2	CH_4	CO_2	CH_4	CO_2e
Excavator	157	0.38	7	30	210	568.3	0.051	7.12	0.001	7.32
Loader	75	0.36	8	30	240	568.3	0.062	3.68	0.000	3.81
Concrete trucks	381	0.57	3	30	90	568.3	0.040	11.11	0.001	11.35
Dozer	358	0.4	7	30	210	568.3	0.059	17.09	0.002	17.64
							Totals	***39.00***	***0.004***	***40.12***

Access & Boat Ramp

Equipment						Emission Factors (g/bhp-hr)		Emissions (tonnes)		
Type	BHP	Load Factor	hrs/ day	Total Days	Total Hours	CO_2	CH_4	CO_2	CH_4	CO_2e
Excavator	157	0.38	7	20	140	568.3	0.051	4.75	0.000	4.88
Loader	75	0.36	8	20	160	568.3	0.062	2.46	0.000	2.54
Concrete trucks	381	0.57	3	20	60	568.3	0.040	7.41	0.001	7.57
Dozer	358	0.4	7	20	140	568.3	0.059	11.39	0.001	11.76
							Totals	***26.00***	***0.002***	***26.74***

Tide Gate Replacement

Equipment						Emission Factors (g/bhp-hr)		Emissions (tonnes)		
Type	BHP	Load Factor	hrs/ day	Total Days	Total Hours	CO_2	CH_4	CO_2	CH_4	CO_2e
Loader	75	0.36	4	20	80	568.3	0.062	1.23	0.000	1.27
Crane	208	0.43	2	20	40	588.3	0.044	2.10	0.000	2.15
							Totals	***3.33***	***0.000***	***3.42***

On-road Vehicle Emission Factors

Veh Type	Emission Factors (grams per mile)							
	ROG	CO	NO_X	CO_2	PM_{10}	$PM_{2.5}$	CH_4	N_2O
LDA	0.0470	1.4571	0.1275	370.2	0.0023	0.0021	0.0278	0.0294
LDT1	0.1334	3.9377	0.3780	425.9	0.0061	0.0056	0.0315	0.0433
LDT2	0.0603	2.0907	0.2493	504.9	0.0025	0.0023	0.0315	0.0433
Weighted Average	*0.0719*	*2.2356*	*0.2206*	*417.8*	*0.0033*	*0.0030*	*0.0296*	*0.0364*
T6 instate construction small	0.2308	0.9015	4.7930	1,136.6	0.1754	0.1613	0.0010	0.0015
T7 single construction	0.3231	1.5162	11.1663	1,747.8	0.2130	0.1960	0.0051	0.0048

Notes: - Criteria and CO_2 factors come from EMFAC2011 and represent 2014 Estimated Annual Emission Rates for Los Angeles County in the South Coast Air Basin

- CH_4 and N_2O factors come from Local Government Operations Protocol: For the quantification and reporting of greenhouse gas emissions inventories. Version 1.1. California Air Resources Board, California Climate Action Registry, ICLEI - Local Governments for Sustainability, and The Climate Registry. May 2010

- Weighted Average is 50% LDA & 25% LDT1 and LDT2

2014 Off-road Emission Factors

Veh Type	BHP	Load Factor	Emission Factor (g/bhp-hr)						
			ROG	CO	NO_X	PM_{10}	$PM_{2.5}$	CO_2	CH_4
Excavator	157	0.38	0.574	3.372	4.215	0.231	0.231	568.3	0.051
Loader	75	0.36	0.696	3.848	4.671	0.369	0.369	568.3	0.062
Concrete truck	381	0.57	0.452	1.283	3.770	0.125	0.125	568.3	0.040
Dozer	358	0.40	0.658	2.854	5.490	0.227	0.227	568.3	0.059
Crane	208	0.43	0.496	1.427	4.605	0.160	0.160	588.3	0.044

From: CalEEMod Users Guide - Appendix D, CalEEMod User's Tips (June 2011), and 2011 Carl Moyer Program Guidelines

ATTACHMENT C – Draft Right-Sizing Parking Study

DRAFT
RIGHT-SIZING PARKING STUDY
FOR THE
PUBLIC PARKING LOTS IN MARINA DEL REY, CALIFORNIA

November, 2009

Prepared for:

LOS ANGELES COUNTY DEPARTMENT OF BEACHES & HARBORS

Prepared by:

RAJU ASSOCIATES, INC.
524 S. Rosemead Boulevard
Pasadena, California 91107
(626) 796-6796

Ref: RA 247

EXECUTIVE SUMMARY

A comprehensive and detailed parking study has been performed by Raju Associates, Inc. to assess the public parking needs within the Marina del Rey area of the County of Los Angeles, California, particularly in reference to the County's "pipeline projects" LCP amendment, authorized by both the Board of Supervisors and the Coastal Commission and its staff. Both current and future needs are assessed through the year 2030 and right-sizing of public parking within various areas in Marina del Rey have been addressed as part of this study, with a focus on the parking lots displaced by the pipeline projects.

Any study needs to begin with a definition of terms. For the purposes of this study, "Public Parking" is defined as the parking provided for the benefit of the general public (including visitors to and residents of Marina del Rey) for the sole purpose of utilizing and enjoying the public facilities such as the beach, parks, recreational public uses and other specific attractions that are not commercial in nature. Expansions of these amenities contemplated by the County are taken into consideration in this document. The parking requirements associated with potential future attractions such as hotels, restaurants, marinas and other commercial establishments as well as all other private uses including residential, office, retail and other commercial types of uses are addressed separately using the Los Angeles County Parking Codes and Local Coastal Plan provisions, and as such, are not the subject of this study document. Only the requirements as they pertain to public parking as defined above are addressed in this document.

There are numerous public parking lots within the Marina del Rey area. They serve nearby residents as well as visitors to the Marina facilities. The public parking lots are all surface lots adjacent to specific attractions and serving a specific activity area. Past surveys and observations of utilization of these public parking lots have revealed that these lots are all greatly under-utilized to varying degrees almost throughout the year except for a few holidays and pre-holiday weekend days, even when the gate arms are up and no fee is charged.
A list of the public parking lots within the Marina that are evaluated in this study is provided below.

Lot Number	Parcel	Number of Parking Spaces	Remarks
1	W	502	Fisherman's Village and others use this lot
2	49R	239	
4	49M	140	
5	UR	220	Public Library uses 20 spaces
7	Q	120	
8	OT	183	FantaSea Yachts uses 94 spaces after 6 P.M.
9	NR	186	
10	IR	212	
11	GR	262	Cheesecake Factory uses this lot
12	FF	201	Not used much by anyone
13	3S	140	
16	EE	58	Metered parking spaces
Dock 52	52	236	LACBH office and others use this lot
Total		2,699	

This study is directed at identifying the appropriate parking supply to satisfy the current and anticipated future parking demands within various activity areas and right-sizing the parking lots (listed above) serving these activity areas. The estimation of parking demands for the future year 2030 was done using current observed parking demands and factoring in the ambient growth due to population increases over the next 20+ years as well as the growth anticipated from planned adjacent uses. Several new improvements contemplated for visitors at Mother's Beach and potential expansion of Chace Park were factored into demand figures in the estimation of the future (2030) public parking demands, and consequently, the right-sizing of public parking supply within Marina del Rey.

There are six pipeline development projects proposed within the Marina at parcels 10/FF, IR, OT/21, 33/NR, 52/GG and 49/77. The uses that are proposed include residential, commercial retail, Active Seniors Accommodations, hotel rooms, restaurants, visitor-serving commercial, office and dry-stack spaces. These uses will not directly cause an increase in public parking demand. Although there would be no direct effect on public parking due to these projects, the potential induced public parking demand has been accounted for in the ambient growth calculations noted above. These private development projects would be required to provide their

own parking for the various proposed uses per Los Angeles County parking code requirements that are separate from the public parking assessments that are being addressed in this study.

Current and future parking demand and supply utilization analyses at each of the public parking lots within the Marina del Rey area were conducted in this study. Five major activity areas were identified and peak parking within these activity areas were determined. The supply needed to accommodate the current and future needs within each of the activity areas were also determined in this study and suggestions / recommendations for the same were made. The following executive summary highlighting the key findings of this study is presented on the following page.

- A total of 13 public parking lots and five activity areas were assessed within the study area for this project. The five activity areas are the Mother's Beach Activity area, Yvonne B. Burke Park Activity area, Chace Park Activity area, Fiji Way Activity area and the North Channel Activity area.

- Parking supply surveys were conducted at each of the public parking lots within the study area by Los Angeles County Department of Beaches and Harbors staff and verified by Raju Associates in 2008 and 2009. Based on the field inventory surveys, it was determined that the total public parking available within the studied Marina del Rey area was 2,699 spaces. This is different from the number of spaces noted in the Marina del Rey Land Use Plan (LUP) due to restriping of various lots after publication of the LUP to accommodate handicapped spaces and to improve efficiencies.

- Parking demand surveys at each of the public parking lots were conducted during the busiest weekends (Friday through Monday) of the years 2005 and 2007. Memorial Day, 4th of July and Labor Day weekends including the holidays were chosen to conduct the parking demand surveys. Parking demand surveys on boat parade days were also conducted. Raju Associates also conducted demand surveys at each of the parking lots during the recent Labor Day weekend in September 2009 and included the same in the evaluation of public parking requirements in this study. Additionally, a typical weekday and weekend day were chosen to conduct parking demand surveys to reflect typical conditions prevailing in the Marina for most of the year as it relates to parking.

- In addition to the demand surveys noted above, specialized surveys were conducted on a weekday and weekend day at all the parking lots where sharing of public parking spaces for private commercial uses are currently occurring. These were later utilized in determining the public parking demand component of the overall parking demand at these lots (as noted in the table above).

- The current peak public parking demand occupancies on typical weekdays and weekend days varies between 5% at Fiji Way activity area to 18% at Chace Park activity area during weekdays and 11% at Fiji Way activity area to 31% at Chace Park activity area during weekends. All other activity areas have parking occupancies of less than 18% and 31%

on typical weekdays and weekend days, respectively. These occupancies are typical for most of the year (i.e., more than 300 days in a year).

- The current peak parking demand occupancies on peak holiday weekdays and weekend days varies between 10% at Fiji Way activity area to 43% at Chace Park activity area during weekdays and 21% at Fiji Way activity area to 68% at Chace Park activity area during weekends. The Fiji Way activity area parking lots also accommodate parking demands associated with commercial and other uses adjacent to them. The public parking demand component only has been reflected in the numbers above. If the overall parking demand at the lots that serve the Fiji Way activity area (including the commercial and other uses demand) is examined, then a 67% occupancy during peak weekdays and 92% during peak holiday weekends are observed. All other activity areas other than the Fiji Way activity area have parking occupancies of less than 43% and 68% on peak holiday weekdays and weekend days, respectively.

- The future anticipated peak parking demands on typical and peak holiday weekdays and weekend days were developed using anticipated ambient growth in the region as well as growth in public parking demand anticipated due to provision of additional public facilities within the Marina. The public parking demand associated with both the Chace Park expansion, as well as additional improved public amenities within the Mother's Beach activity area were included in the estimation of future anticipated public parking demand.

- At the public parking lots where parking is currently shared with other commercial uses, peak public parking demand estimates were developed by isolating the public parking demand component from various lots (Lot W, Dock 52 lot on Parcel 52, and Lot GR), applying the growth factors due to ambient growth, and then factoring in the additional demand associated with additional public facilities planned in the future. The public parking demand estimates from these lots were combined together to obtain the respective activity area public parking demands.

- These future anticipated demands varied greatly between activity areas as well as during typical and peak holiday weekdays and weekend days. Due to this wide variation in anticipated demands for each of the activity areas on weekdays and weekend days throughout the year, developing a measure of central tendency (such as mean or mode or median) was not meaningful. Instead, the 85th percentile and 90th percentile of the peak parking demands which are meaningful, in this context, were determined.

- The 90th percentile peak public parking demand at each of the activity areas represents that value of demand that 90% of all the peak public parking demands are less than or equal to. In technical terms, 90th – percentile is that position in a dataset that has 90% of the data equal to or less than it and 10% of the data greater than it. The 90th percentile value states that at least 90% of the values in the set are less than or equal to this value.

- The 90th percentile of peak public parking demand at each of the activity areas was determined to be the following - Mother's Beach: 360 spaces; Yvonne B. Burke Park: 102 spaces; Chace Park: 336 spaces; Fiji Way: 165 spaces; and North Channel: 100 spaces.

- The minimum public parking supply at each of the activity areas was determined using the 90th percentile future (2030) peak public parking demand and increasing the same by 10% to facilitate satisfactory operations within each of the parking lots serving the individual activity areas. The increased 10% supply over the peak demand by activity area would allow patrons to find parking spaces in the various parking lots serving the activity lot without having to move around or circle around between and within parking lots. The recommended number of required public parking spaces by activity area is shown below.

	Activity Area	**90th-Percentile Public Parking Demand (number of spaces)**	**Recommended Minimum Number of Required Public Parking Spaces**	**Existing Parking Supply**	**Currently Proposed Potential Future Parking Supply**
A	Mother's Beach	360	400	843 (1)	652
B	Yvonne B. Burke Park	102	115	340	342
C	Chace Park	336	370	437	684
D	Fiji Way	165 (2)	180 (2)	738 (1)	1012 (1)
E	North Channel	100	110	140	138

Note: (1) – Also used by private commercial uses
(2) – Number represents public parking component only

- Although these parking supply requirements have been recommended by activity area, it should be emphasized that one could park in any activity area within the Marina and use the Water Taxi or the Shuttle to reach the final destination.

- An evaluation of currently proposed potential public parking supply within each of the activity areas in comparison to the recommended range of minimum parking requirements was made. It was determined that more than adequate public parking supply would continue to be available within each of the activity areas. Included in the evaluation was also the overall future demand of both public and private parking demand versus proposed supply within each of the activity areas. It was determined that adequate overall parking supply would be available within each of the activity areas including even those that have commercial and other users sharing parking within the public parking lots.

- During peak holidays namely Independence Day, Labor Day, and Memorial Day and special event days such as Halibut Derby Day and Boat Parade Day, the parking within the Marina would need to be managed. A specific parking management plan should be developed to accommodate the peak holiday demands and shuttle people to their various specific destinations, where needed.

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APPENDICES

I. INTRODUCTION

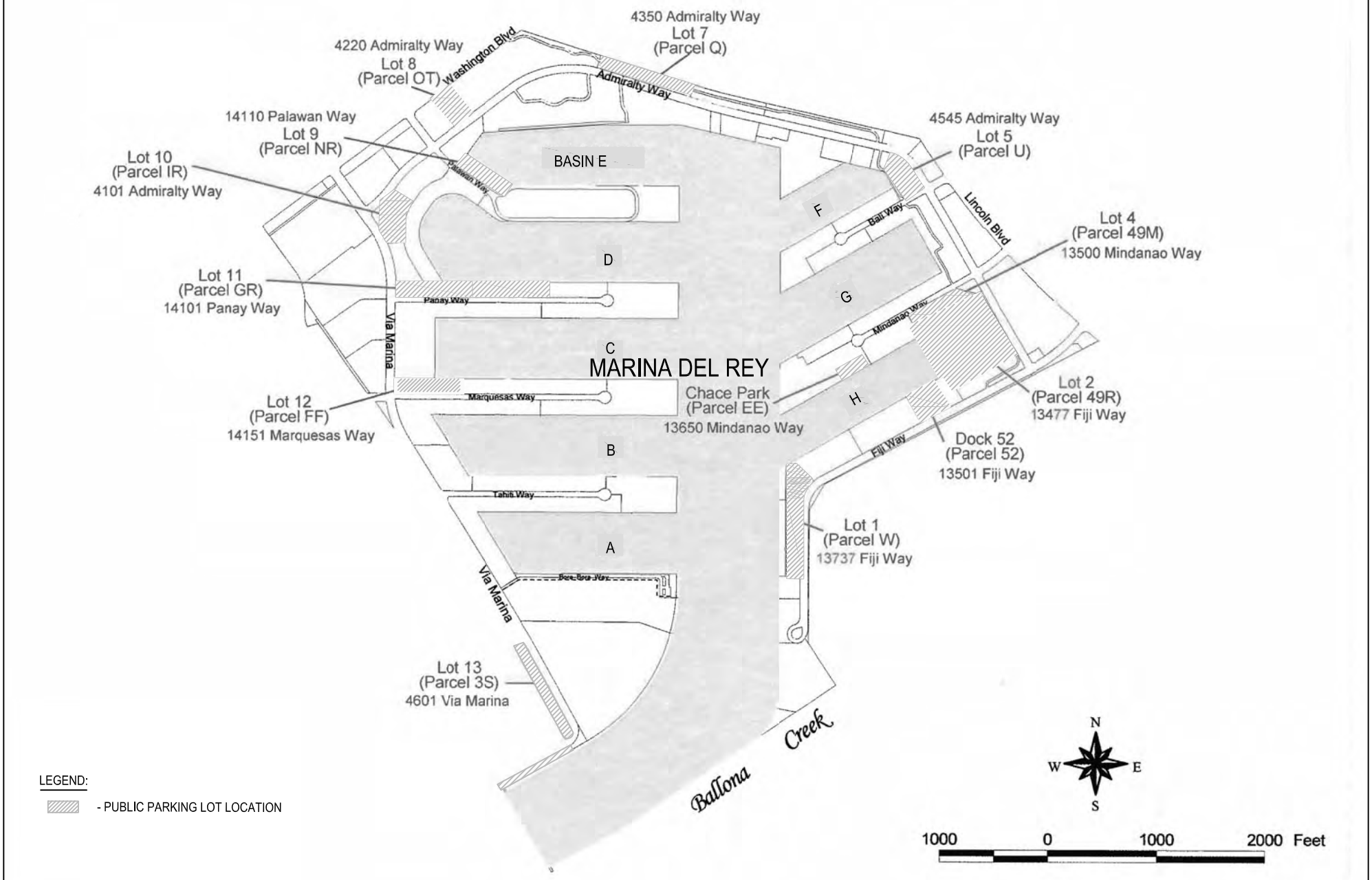
Raju Associates Inc was retained by the Los Angeles County Department of Beaches & Harbors to conduct a parking study to identify and assess the parking needs at all the public parking lots within the Marina del Rey area. This report documents the assumptions, methodologies and findings of this study conducted to evaluate and assess right-sizing the public parking lots. The study area for this evaluation is located entirely within Marina del Rey in the County of Los Angeles, California.

BACKGROUND

Past parking surveys at the various public parking lots within the Marina del Rey area indicate that these lots are under-utilized. The purpose of this comprehensive parking study is to right-size all the public parking lots in Marina del Rey, so that the number of parking spaces in these lots meets the long-term build out public parking demands for the year 2030. "Public Parking" is defined as the parking provided for the benefit of the general public (including visitors to and residents of Marina del Rey) for the sole purpose of utilizing and enjoying the public facilities such as the beaches, parks, recreational public uses and other specific attractions that are not commercial in nature and all contemplated expansions thereto.

Based on the results of this study, a recommendation relative to public parking will be advanced to the California Coastal Commission. This study addresses the parking needs of each of the activity areas in the Marina taking into account current utilization, future ambient growth in demand as well as the growth projected to occur within these activity areas that would have an effect on public parking demand.

Figure 1 illustrates the location of the various public parking lots within the Marina del Rey area in relation to the surrounding street system.



SOURCE: LOS ANGELES COUNTY DEPT OF BEACHES AND HARBORS. PLANNING DIVISION.

FIGURE 1
LOCATION OF PUBLIC PARKING LOTS IN MARINA DEL REY

RAJU Associates, Inc.

The public parking within the Marina del Rey area has been evaluated within each of the activity areas as a whole, in this study due to the following reasons:

- The current dynamics associated with public parking in Marina del Rey indicate a very close relationship between the current uses within each of the specific activity areas and the public parking supply serving those areas
- The anticipated nature of interaction between the various existing and future proposed uses within each of the activity areas in Marina del Rey dictate the need to evaluate public parking as a whole for each of the activity areas

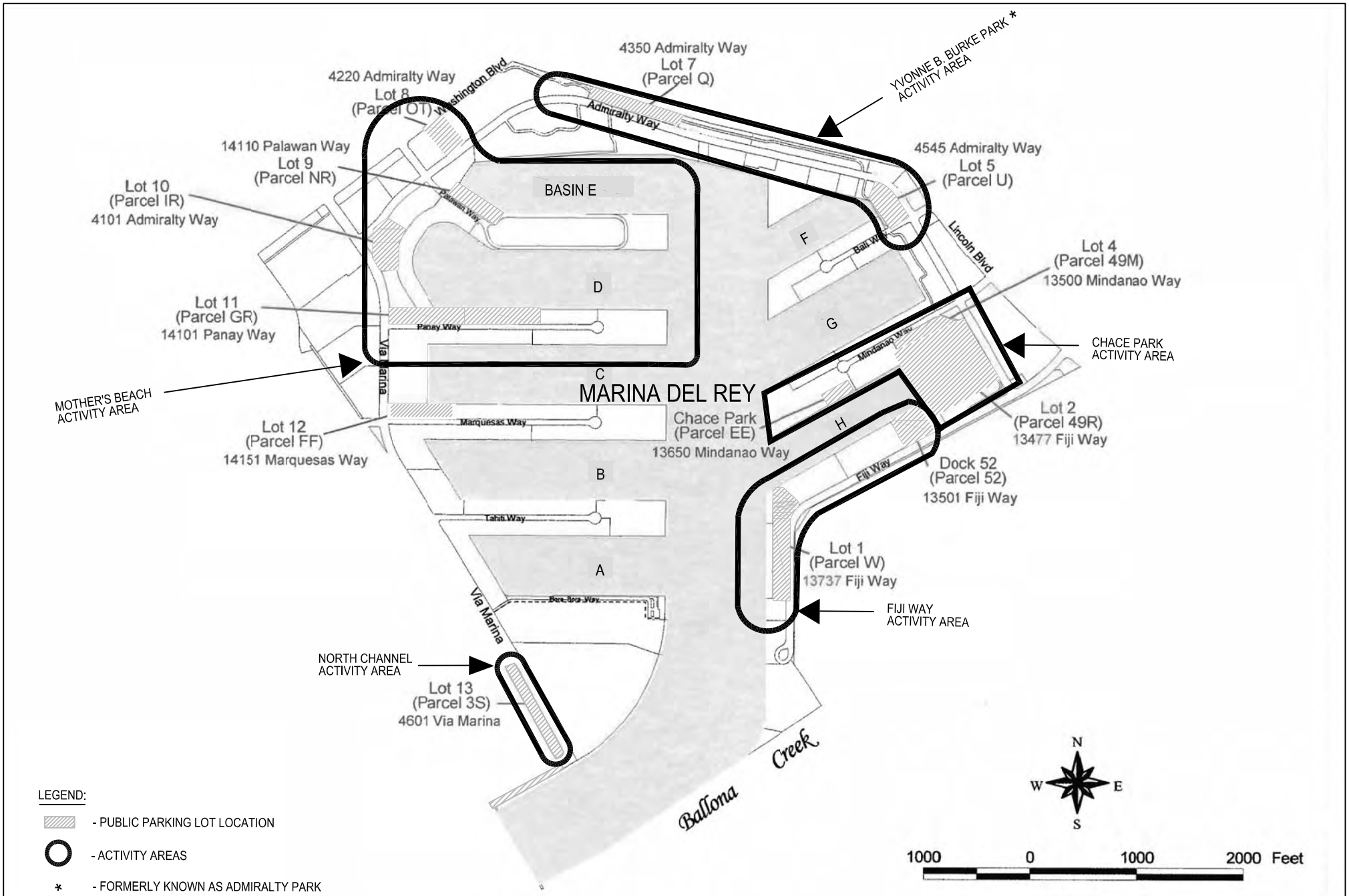
Currently, five activity areas have been defined within the Marina del Rey area. They include the following:

A. Mother's Beach Activity Area
B. Yvonne B. Burke Park (formerly known as Admiralty Park) Activity Area
C. Chace Park Activity Area
D. Fiji Way Activity Area
E. North Channel Activity Area

Figure 2 shows the various activity areas and the parking lots serving each of them. The parking analyses and evaluation to identify the public parking needs and right-size parking have been conducted at the five activity areas noted above.

ORGANIZATION OF REPORT

An executive summary presenting key details of the study is provided at the beginning of this report. The rest of the report is divided into five chapters. Chapter I presents an introduction and provides details of the various elements of the study. Chapter II documents the existing parking supply and inventory at each of the public parking lots serving the public parking demands within each of the activity areas in the Marina. Parking characteristics by time of day during peak holiday weekdays and weekend days, holidays, as well as typical weekdays and weekend days, including their current occupancy rates and maximum observed demands by activity area are



SOURCE: LOS ANGELES COUNTY DEPT OF BEACHES AND HARBORS. PLANNING DIVISION.

FIGURE 2
DEFINITION OF ACTIVITY AREAS WITHIN MARINA DEL REY

RAJU Associates, Inc.

described in Chapter II. Chapter III provides a description of the anticipated parking demand by activity area taking into account the growth expected to occur due to additional attractions or uses as well as ambient growth in population. A detailed evaluation of parking needs in the future is presented in this chapter.

Chapter IV addresses the identification of parking supply requirements by activity area to accommodate the public parking demands anticipated in the future within the Marina del Rey area. An assessment of proposed potential public parking supply currently contemplated within the Marina del Rey area as it relates to its adequacy and convenience is also presented in this chapter.

A summary of conclusions from the study is provided in Chapter V of the Report. Technical appendices including details of the parking analysis as well as the references and people contacted during the study are also attached to this report.

II. EXISTING PARKING CONDITIONS

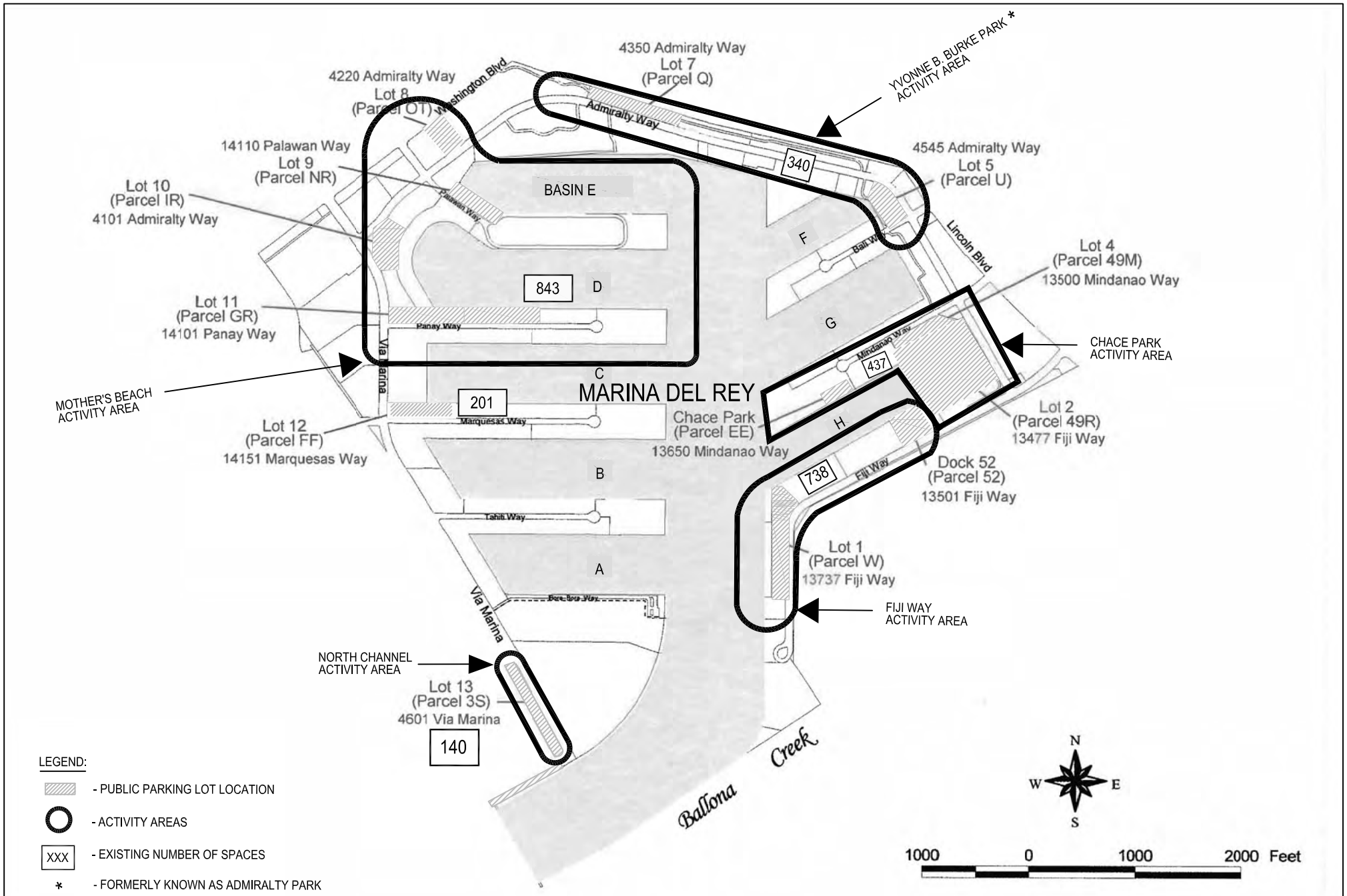
This chapter describes the existing parking supply and demand, both at the individual lots as well as within each activity area. A description of the existing utilization patterns in terms of occupancy of the parking supply for both typical and peak holiday weekday and weekend days is provided in this chapter. The performance of the parking lots within each of the activity areas is summarized in this chapter.

EXISTING PARKING SUPPLY

The project study area obtains its public parking supply from various surface parking lots located within the Marina del Rey area of the unincorporated area of Los Angeles County. An inventory of the available parking spaces within each of the thirteen surface lots in each of the activity areas was compiled from data provided by the Los Angeles County Department of Beaches and Harbors (LACDBH) and collected and verified using field surveys conducted by Raju Associates, Inc. A comparative table showing the parking supply by lot from LACDBH data, Raju Associates field surveys and Marina del Rey LUP and the potential reason for differences between the various sources is included in Appendix A1.

Figure 3 presents details of the available parking supply within each of the public parking lots serving the study area. From Figure 3, it can be observed that the following lots provide the parking supply within each of the activity areas:

Mother's Beach Activity Area: Parking lot 8 on Parcel OT, lot 9 on Parcel NR, lot 10 on Parcel IR and lot 11 on Parcel GR serve this activity area. The total available parking supply in this activity area from the parking lots listed above is currently 843 spaces. This activity area includes the Mother's Beach (also known as Marina Beach), adjacent restaurants and boat storage slips



SOURCE: LOS ANGELES COUNTY DEPT OF BEACHES AND HARBORS. PLANNING DIVISION.

FIGURE 3
EXISTING PARKING SUPPLY BY ACTIVITY AREA

RAJU Associates, Inc.

accessible from this area. There is a new plan for Marina Beach that anticipates additional boat storage in the future. This issue is addressed in the assessment of parking conditions in the future at the Mother's Beach Activity Area. Parking lot GR is also utilized by the restaurant The Cheesecake Factory.

Additionally, some of the kayaking and other public patrons at the marina currently utilize the parking at the Organic Panificio (Parcel 33) parking lot, a private but unsecured leasehold, and prior to its recent construction occasionally used the Casa Escobar (Parcel 27) parking lot. l It is presumed that using the leasehold parking lots when the restaurants are closed is to avoid the County parking fee at Parcel NR and other public lots. These parking demands have also been addressed in this study.

Parking Lot 8 on Parcel OT is located at 4220 Admiralty Way, north of Admiralty and east of Palawan Way. Currently, there are 183 parking spaces on this overflow lot. Access to this lot is obtained from a driveway between Admiralty Way and Washington Boulevard. FantaSea Yachts uses up to 94 spaces after 6 PM.

Parking Lot 9 on Parcel NR is located at 14110 Palawan Way, south of Admiralty and east of Palawan Way. There are 186 parking spaces on this overflow lot. Access to this lot is obtained from Palawan Way. Some public patrons also park in the free parking lot available at the Parcel 33 lot adjacent to lot NR along Palawan Way. On weekdays, it was also observed that some of the public patrons parked at the Parcel 27 parking lot early in the morning, as well. The overall public parking demand including these elements were determined based on surveys conducted in this study.

Parking Lot 10 on Parcel IR is located at 4101 Admiralty Way, south of Admiralty Way and east of Via Marina. There are currently 212 parking spaces on this lot. This lot obtains access primarily off of Admiralty Way.

Parking Lot 11 on Parcel GR is located at 14101 Panay Way, located east of Via Marina and north of Panay Way. This overflow lot serves the Cheesecake Factory patrons as well as other visitors. The Cheesecake Factory restaurant is adjacent to this lot and although it has its own parking spaces within its lot, additional parking is allowed by valet within Lot 11. An internal

driveway and gate provides connection between the Cheesecake Factory lot and Lot 11 and the valet services for the restaurant utilize this gate to access the parking in Lot 11. There are currently 262 spaces on this Lot 11. This lot obtains access from Via Marina as well as from Panay Way. Surveys were conducted at Lot 11 to determine the various components of the overall parking demand. Both Cheesecake Factory patrons and employees and the general public parking demands accessing the Mother's Beach area were determined as part of the surveys.

Yvonne B. Burke Park Activity Area: Parking lot 7 on Parcel Q and parking lot 5 on Parcel UR serve this activity area. The total available parking supply from these two lots within this activity area is 340 spaces. This activity area parking primarily serves local patrons, library and other visitors and bike path users. A brief description of the lots 7 and 5 follows.

Parking Lot 7 on Parcel Q is located at 4350 Admiralty Way, north of Admiralty Way and approximately mid-way between Bali Way and Palawan Way. There are currently 120 spaces on this lot. The Lloyd Tabor – Marina del Rey Library uses 20 spaces on Lot 7 by permit. This lot obtains access primarily from Admiralty Way.

Parking Lot 5 on Parcel UR is located at 4545 Admiralty Way, north of Bali Way and east of Admiralty Way. There are currently 220 spaces on this lot. This overflow lot obtains access from Bali Way.

Chace Park Activity Area: Parking lot 4 on Parcel 49M, lot 2 on Parcel 49R and lot 16 on Parcel EE provide public parking within this activity area. This activity area includes the Chace Park Recreation Area, boat slips, a Yacht Club (a public facility), the Aquatic Center and other uses. The total available parking supply within this activity area currently is 437 spaces. A brief description of each of the lots serving this activity area follows.

Parking Lot 4 on Parcel 49M is located at 13500 Mindanao Way, south of Mindanao Way and west of Admiralty Way. There are currently 140 spaces on this overflow lot. This lot obtains access from Mindanao Way.

Parking Lot 2 on Parcel 49R is located at 13477 Fiji Way, south of the parking lot 4 on Parcel

49M. There are currently 458/239 parking / boat trailer spaces on this lot. This lot obtains access from Fiji Way and provides a public boat launch ramp facility.

Parking lot 16 on Parcel EE is located at 13650 Mindanao Way, south of Mindanao Way and west of Admiralty Way. There are 58 metered parking spaces on this lot. This lot obtains access from Mindanao Way.

Fiji Way Activity Area: Parking lot 1 on Parcel W and Dock 52 on Parcel 52 provide public parking currently for this activity area. Overflow lots along Fiji Way (located on the south side of Fiji Way) provide parking for the employees of various government offices. During peak holiday weekdays and weekend days, these lots may be used by County permit for employees of Fisherman's Village. This activity area includes the Fisherman's Village, Restaurants, Offices, Docks and other uses. Lot 1 on Parcel W is the principal parking lot for the Fisherman's Village Commercial Development as well as Shanghai Reds Restaurant and the Charter Boat Companies. The total available parking supply within this activity area is currently 738 spaces. The Overflow lots provide an additional 252 spaces. A brief description of each of the lots serving this activity area follows.

Parking Lot 1 on Parcel W is located at 13737 Fiji Way, west of Fiji Way, in the Fisherman's Village area. There are currently 502 parking spaces on this lot including the spaces available in the surface parking lot on Parcel 55. This lot obtains access from Fiji Way. As stated earlier, this lot is used by Fisherman's Village commercial and restaurant uses predominantly and to a certain extent, by the general public for recreational uses. Detailed surveys were conducted at this lot by Raju Associates Inc to determine the magnitude of public parking within this lot.

Parking lot at Dock 52 on Parcel 52 is located at 13501 Fiji Way, north of Fiji Way, adjacent to the Dock 52 area and is characterized as a temporary parking lot in the LCP. There are currently 236 parking spaces on this lot. This lot obtains access from Fiji Way and provides parking to County offices, charter and fishing boat activities and the general public for recreational purposes. Public parking demand information from a parking study prepared for the Fisherman's Village Development was obtained and verified as part of this study.

The Overflow Lots along Fiji Way are owned by the State Department of Fish and Game. There

are currently 252 spaces in these lots. These lots obtain access from Fiji Way. Parking demands at these lots have been included for informational purposes only and are not included in the determination of public parking supply requirements for the Fiji Way Activity Area since no public parking for recreational purposes are allowed in these lots.

North Shore Activity Area: The parking lot 13 on Parcel 3S provides most of the public parking spaces within this activity area. This activity area mostly serves local residents, fishermen, beachgoers and nearby house guests. The total available parking supply provided by the overflow lot 13 within this activity area is 140 spaces. Access to lot 13, located at 4601 Via Marina is obtained from Via Marina.

Parking lot 12 on Parcel FF, adjacent to Mother's Beach activity area, is also a public parking lot, per the Local Coastal Plan (LCP). There are 201 spaces in this lot. However, in the past few years, this overflow lot has not been used much by the general public for recreational purposes but has been used mostly for construction staging and by construction vehicles during construction. No public demand has been noticed in this lot. Therefore, no further analysis of this parking lot 12 is conducted in this study. This lot is planned to be removed from the list of public parking lots in the future pending a Plan Amendment is approved by the California Coastal Commission.

Summarizing, the overall parking supply within the five activity areas available to the general public is as follows:

	Activity Area	Number of Existing Parking Spaces
A	Mother's Beach	843
B	Yvonne B. Burke Park	340
C	Chace Park	437
D	Fiji Way (*)	738
E	North Shore	140

(*) – Fiji Way activity area includes lots 1 and Dock 52. The parking lot 1 is the primary lot for the Fisherman's Village, Shanghai Reds Restaurant and Charter Boat companies. Similarly, Dock 52 lot is used by County office employees, charter boat users and the general public. Therefore, both these lots are used mostly by private uses and although, public parking is allowed on lot 1, not all of the supply is utilized for public recreational purposes.

PARKING DEMAND OR UTILIZATION SURVEYS

Parking demand survey data was obtained from the Los Angeles County Department of Beaches and Harbors, Parking Section for peak holiday weekdays and weekend days including holidays. The following three holiday weekends were surveyed and information compiled for the years 2005 and 2007:

- Three days prior to and on the July 4th Holiday
- Friday through Monday prior to and on the Memorial Day Holiday
- Friday through Monday prior to and on the Labor Day Holiday

Additionally, Raju Associates conducted parking demand surveys and compiled information at all the public parking lots during the Labor Day holiday long weekend in September 2009.

It has been observed that these weekends and weekdays prior to the holidays happen to exhibit the maximum utilization of public parking spaces in the Marina every year. Therefore, these peak weekends and weekdays were included in the study.

Additionally, parking demand or occupancy surveys at all public parking lots in Marina del Rey on a typical weekday and weekend day between the hours of 10 AM and 8 PM was conducted by Raju Associates' staff and information was compiled for analysis. The survey information included parking demand or occupancy numbers at each of the public lots in operation within each of the activity areas between the hours of 10 AM and 8 PM on each of the survey days.

Special surveys at parking lots W, GR and NR and adjoining lots were conducted by Raju Associates to ascertain the composition of all the users of each of these lots. The number of parking spaces occupied by public recreational users was measured on a typical weekday and weekend day and the peak public demand data was obtained using normalization techniques. Surveys and observations at the Casa Escobar (Parcel 27) parking lot, Organic Panificio (Parcel 33) parking lot, NR lot and the Cheesecake Factory and GR parking lots were conducted on a typical weekday and weekend day and the associated public parking demands were noted.

These demands were utilized in the determination of public parking requirements analysis in the study and included in the estimation of current and future public parking demands within the Mother's Beach activity area.

Therefore, in summary, parking demands throughout the day on weekdays and weekend days were compiled for analysis of the following conditions.

- Typical conditions
- Peak holiday conditions for the July 4th celebrations
- Peak Memorial Day holidays
- Peak Labor Day holidays

All of this parking demand data from surveys and the compiled information is attached in Appendix A2 of this report. Additionally, the data from special surveys noted earlier are also included in Appendix A3.

Typical Weekday & Weekend Day Parking Conditions

The public parking demands and occupancies for each of the activity areas for typical weekdays and weekend days are shown in Figures 4-1, 4-2, 5-1, and 5-2, respectively. Tables 1 and 2 summarize the peak overall and public parking demands and utilizations and the time of day that they occurred for typical weekdays and weekend days, respectively for each of the activity areas in the Marina. These typical parking demands are observed in the Marina for more than 300 days every year.

From Tables 1 and 2, the following observations can be made:

- In the Mother's Beach Activity Area, the maximum observed public parking occupancy was 13% and 12% during typical weekdays and weekend days, respectively. This demand did not include Cheesecake Factory restaurant parking in Lot GR in addition to the public recreational use parking demand. However, with the commercial use parking demands ,

the maximum observed parking occupancy within this activity area was 16% and 21% during typical weekdays and weekend days, respectively.

- In the Yvonne B. Burke Park Activity Area, the maximum observed parking occupancy was 9% and 29% during typical weekdays and weekend days, respectively.
- In the Chace Park Activity Area, the maximum observed parking occupancy was 18% and 31% during typical weekdays and weekend days, respectively.
- In the Fiji Way Activity Area, the maximum observed parking occupancy was 28% and 53% during typical weekdays and weekend days, respectively. This demand included Fisherman's Village and other uses parking in Lots W and Dock 52. However, the maximum observed typical weekday and weekend public parking occupancies were 5% and 11%, respectively.
- In the North Channel Activity Area, the maximum observed parking occupancy was 11% and 23% during typical weekdays and weekend days, respectively.

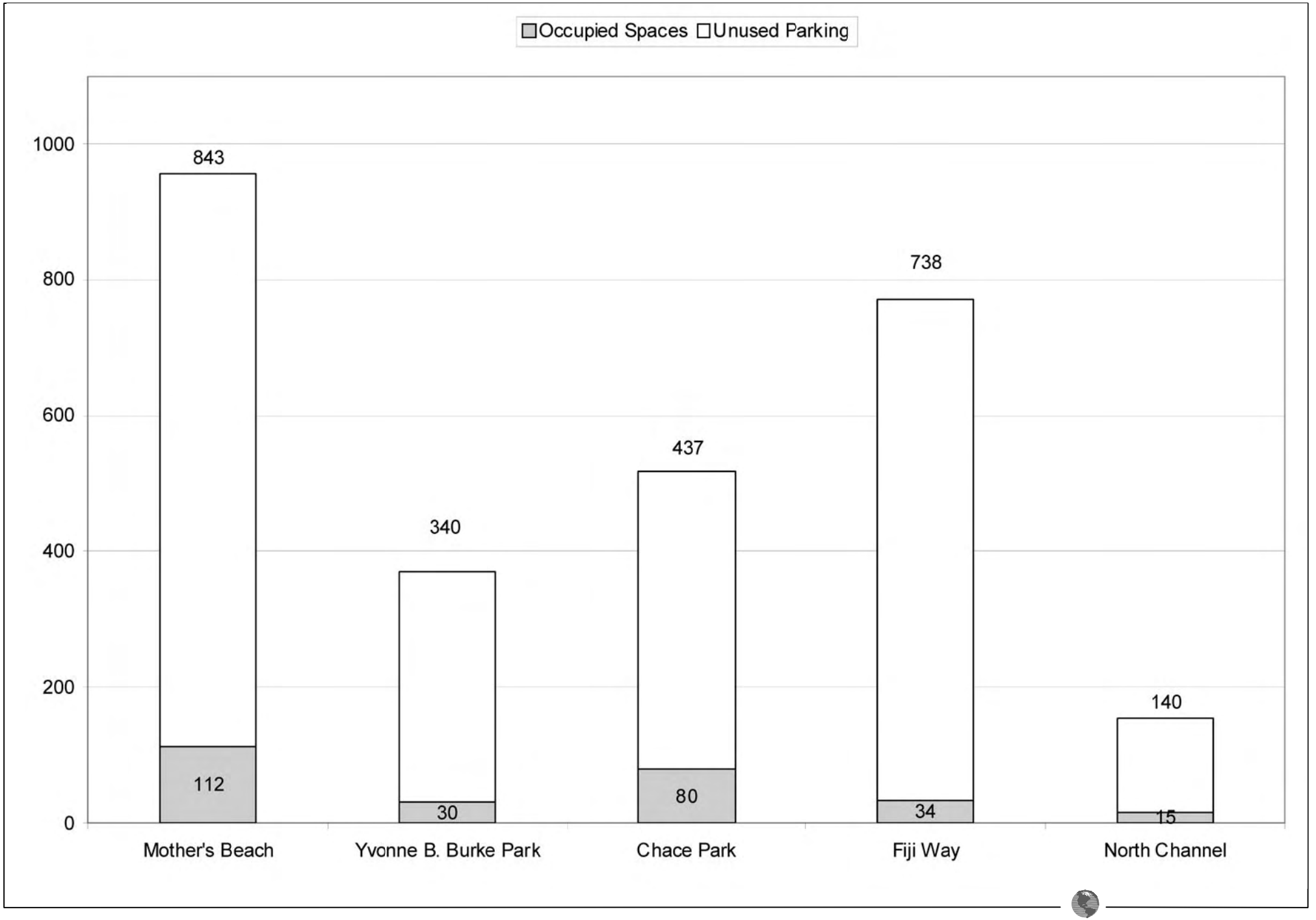


FIGURE 4-1
TYPICAL WEEKDAY EXISTING PARKING DEMAND BY ACTIVITY AREA

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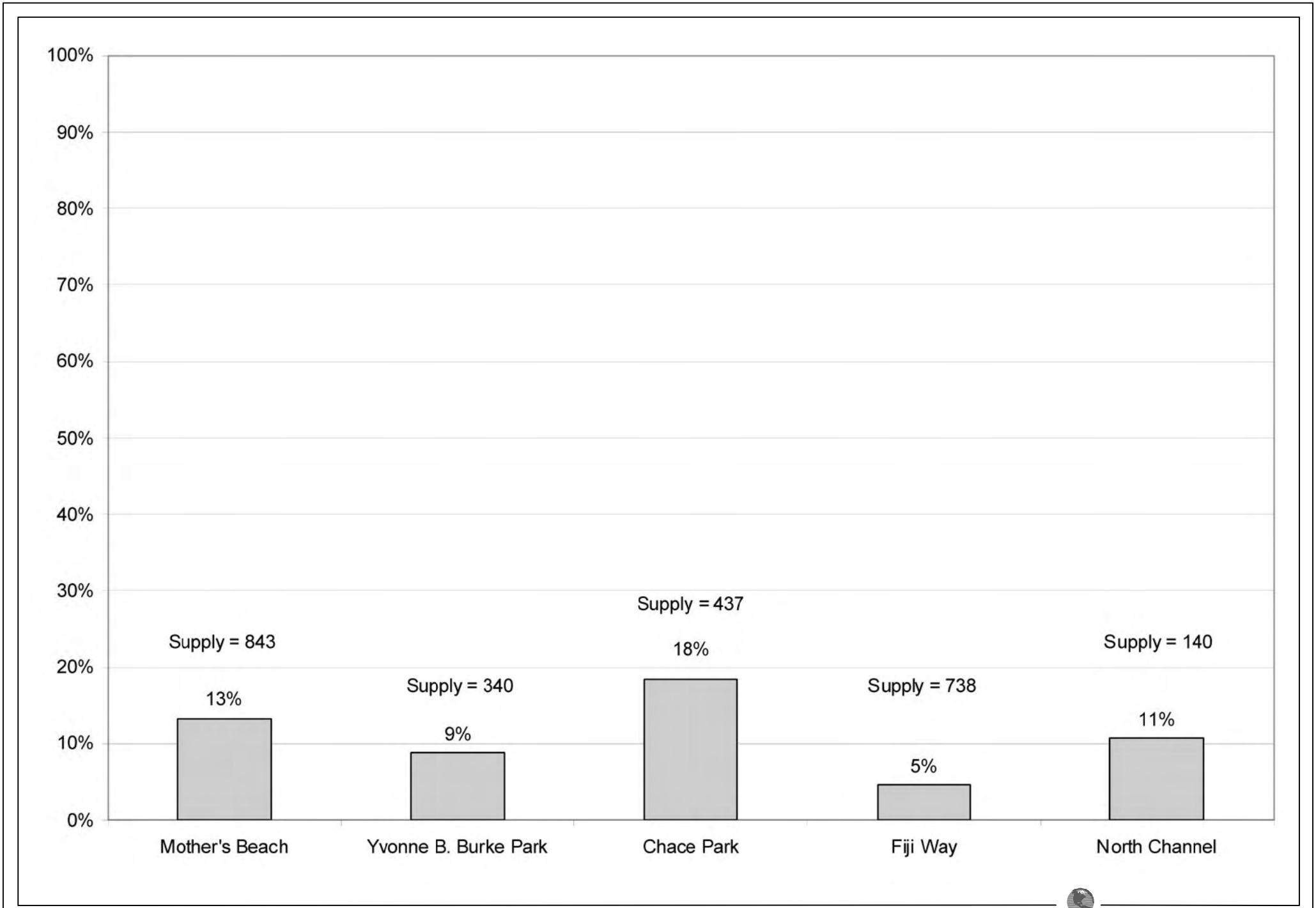


FIGURE 4-2
TYPICAL WEEKDAY EXISTING PARKING OCCUPANCY BY ACTIVITY AREA

RAJU Associates, Inc.

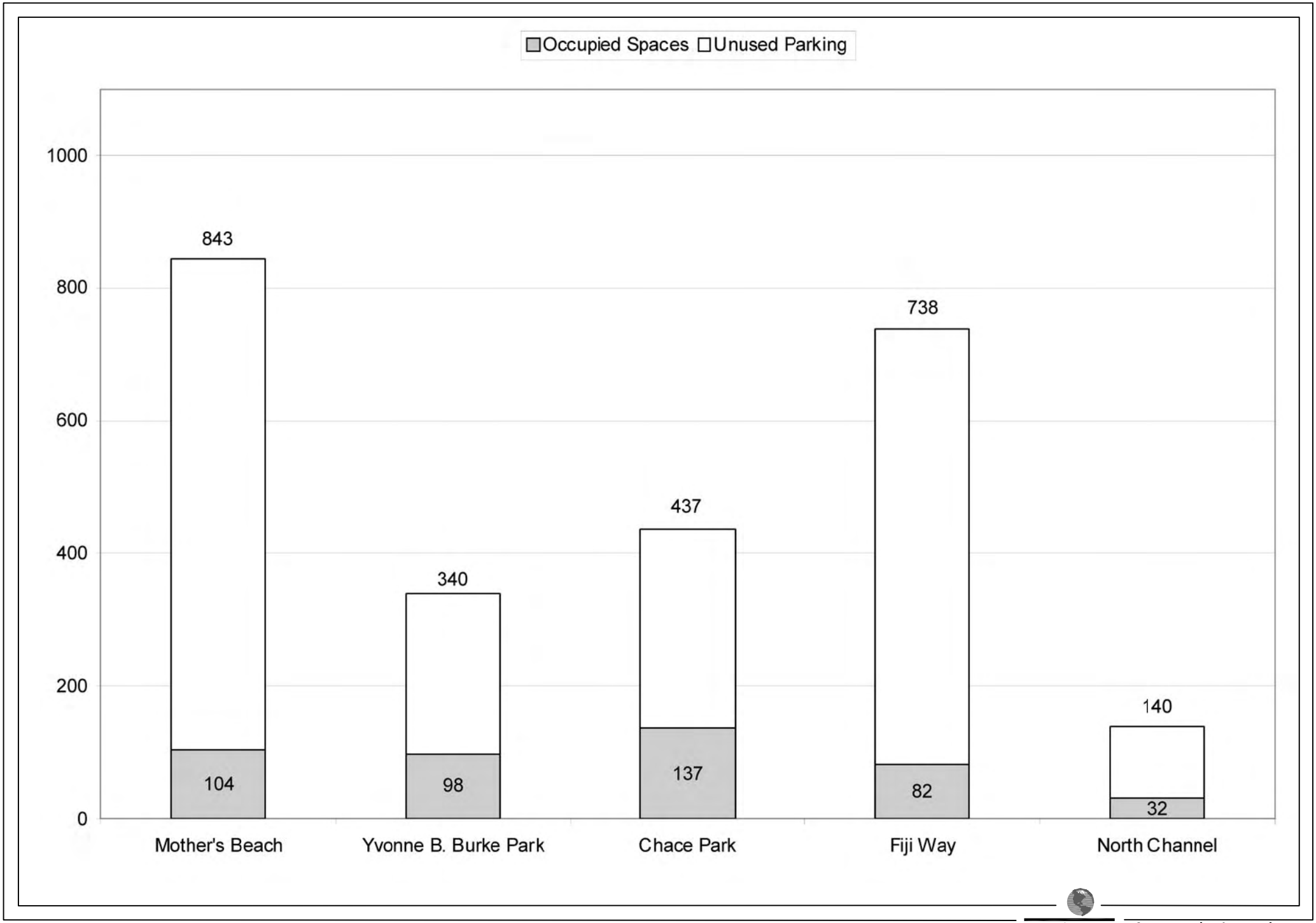


FIGURE 5-1
TYPICAL WEEKEND DAY EXISTING PARKING DEMAND BY ACTIVITY AREA

RAJU Associates, Inc.

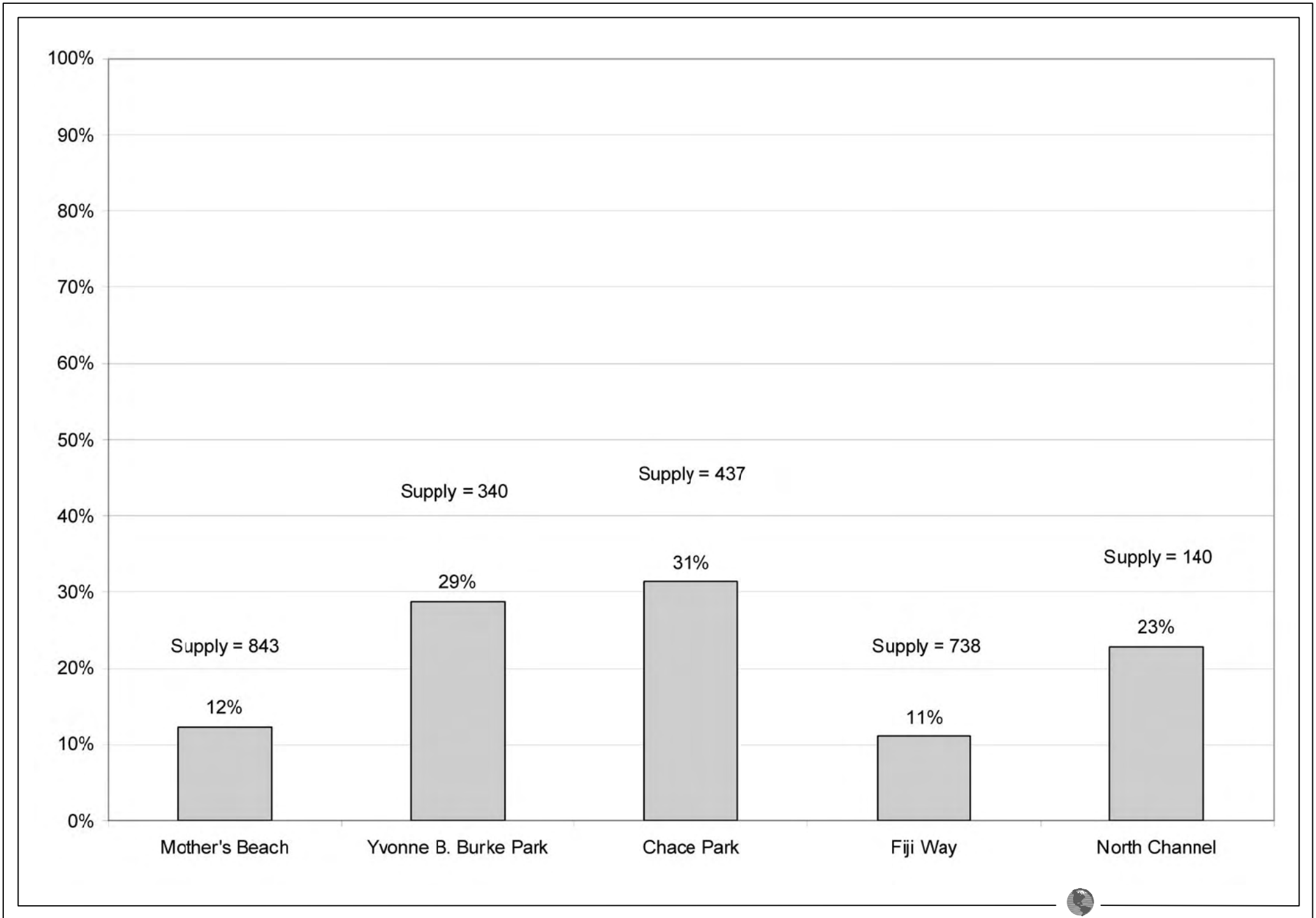


FIGURE 5-2
TYPICAL WEEKEND DAY EXISTING PARKING OCCUPANCY BY ACTIVITY AREA

RAJU Associates, Inc.

TABLE 1
TYPICAL WEEKDAY EXISTING PARKING DEMAND & OCCUPANCIES

#	Activity Area	Parking Supply	Typical Weekday Peak Demand	Typical Weekday Peak Occupancy	Time
1	Mother's Beach (8-OT, 9-NR, 10-IR, 11-GR)	843	Public: 112 All: 133	Public: 13% All: 16%	1PM
2	Yvonne B Burke Park (*) (5-U, 7-Q)	340	30	9%	4PM
3	Chace Park (2-49R, 4-49M, EE)	437	80	18%	1PM
4	Fiji Way (1-Fisherman's Village, Dock 52)	738	Public: 34 All: 206	Public: 5% All: 28%	4PM 8PM
5	North Channel (13-3S)	140	15	11%	8PM

Note: (*) - Formerly known as Admiralty Park

TABLE 2
TYPICAL WEEKEND DAY EXISTING PARKING DEMAND & OCCUPANCIES

#	Activity Area	Parking Supply	Typical Weekend Day Peak Demand	Typical Weekend Day Peak Occupancy	Time
1	Mother's Beach (8-OT, 9-NR, 10-IR, 11-GR)	843	Public: 104 All: 180	Public: 12% All: 21%	1PM 8PM
2	Yvonne B Burke Park (*) (5-U, 7-Q)	340	98	29%	4PM
3	Chace Park (2-49R, 4-49M, EE)	437	137	31%	4PM
4	Fiji Way (1-Fisherman's Village, Dock 52)	738	Public: 82 All: 391	Public: 11% All: 53%	1PM
5	North Channel (13-3S)	140	32	23%	8PM

Note: (*) - Formerly known as Admiralty Park

In summary, for most of the year (i.e., more than 300 days in any year), all the parking lots within each of the Activity Areas in Marina del Rey are very underutilized. The maximum public parking occupancy that was noted in the Chace Park activity area on a typical weekend day was 31% at peak times of the day. All other activity areas are currently showing maximum public parking occupancies of 5 to 18% during typical weekdays and 12 to 31% during weekend days indicating a large amount of unused excess parking for most of the time throughout the year.

Detailed demand analyses by day and lot, and by activity area are attached in Appendices B-1 and B-2 of the report.

Peak Holiday Weekday & Weekend Day Parking Conditions

The maximum parking demands and occupancies for each of the activity areas for peak holiday weekdays and weekend days (July 4th, Memorial Day and Labor Day Holidays were analyzed as noted earlier) are shown in Figures 6-1, 6-2, 7-1, and 7-2, respectively. Tables 3 and 4 summarize the peak overall and public parking demands and utilizations for key holiday weekdays and weekend days, respectively for each of the activity areas in the Marina. These key holidays parking demands are observed in the Marina mainly during the non-working weekdays and weekend days prior to the three major holidays, namely the 4th of July, Memorial Day and Labor Day every year. The actual holiday parking demands are not included in this assessment since it is recommended that a comprehensive parking management plan be implemented to meet the demands on these holidays, especially the 4th of July holiday. During the Boat Parade Day and Halibut Derby event days, only specific parking lots within the various activity areas are utilized by the participants and viewers, and as such, these are special event days when a parking management plan to manage and control parking in the Marina Del Rey area should be implemented.

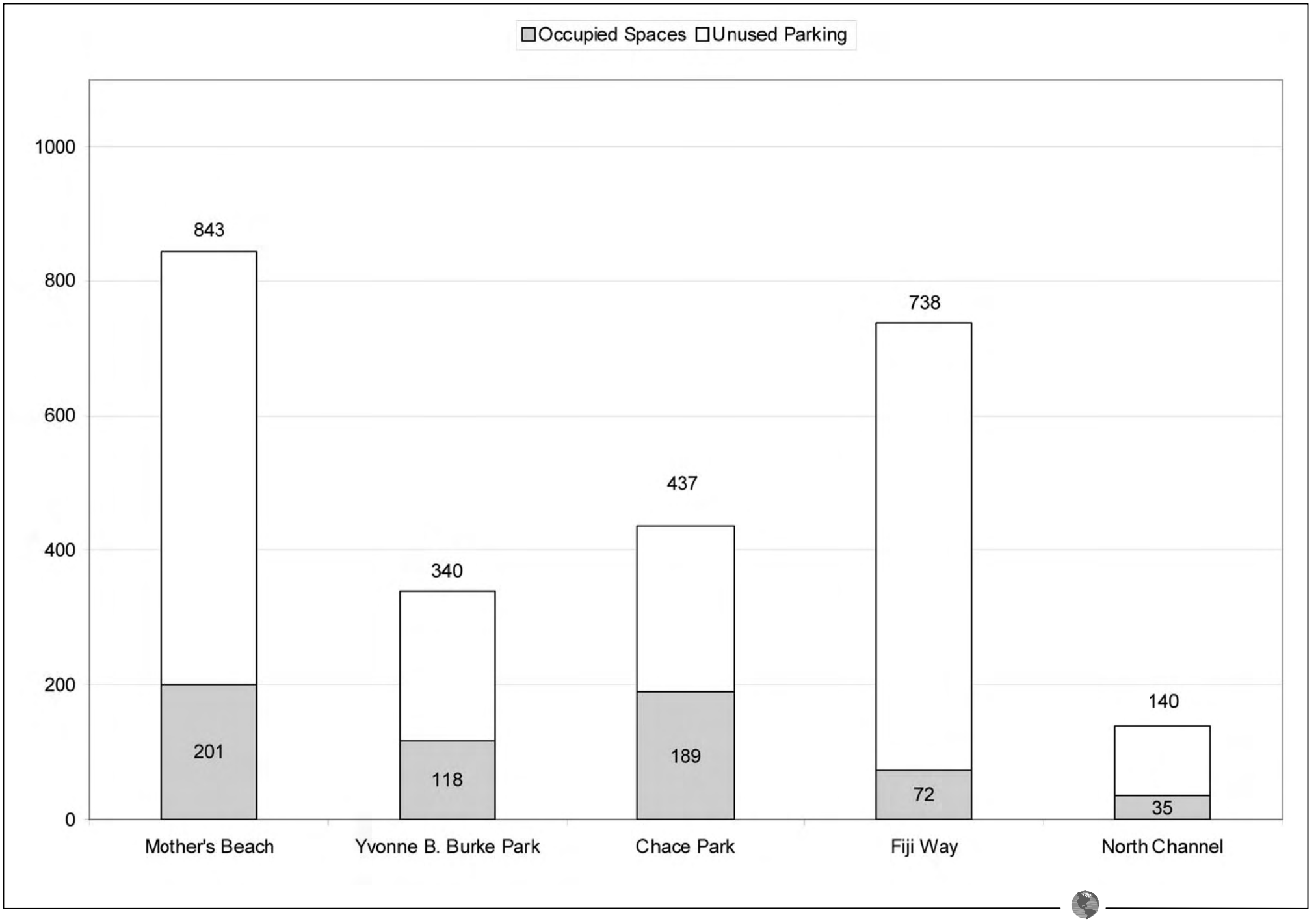


FIGURE 6-1
PEAK WEEKDAY EXISTING PARKING DEMAND BY ACTIVITY AREA

RAJU Associates, Inc.

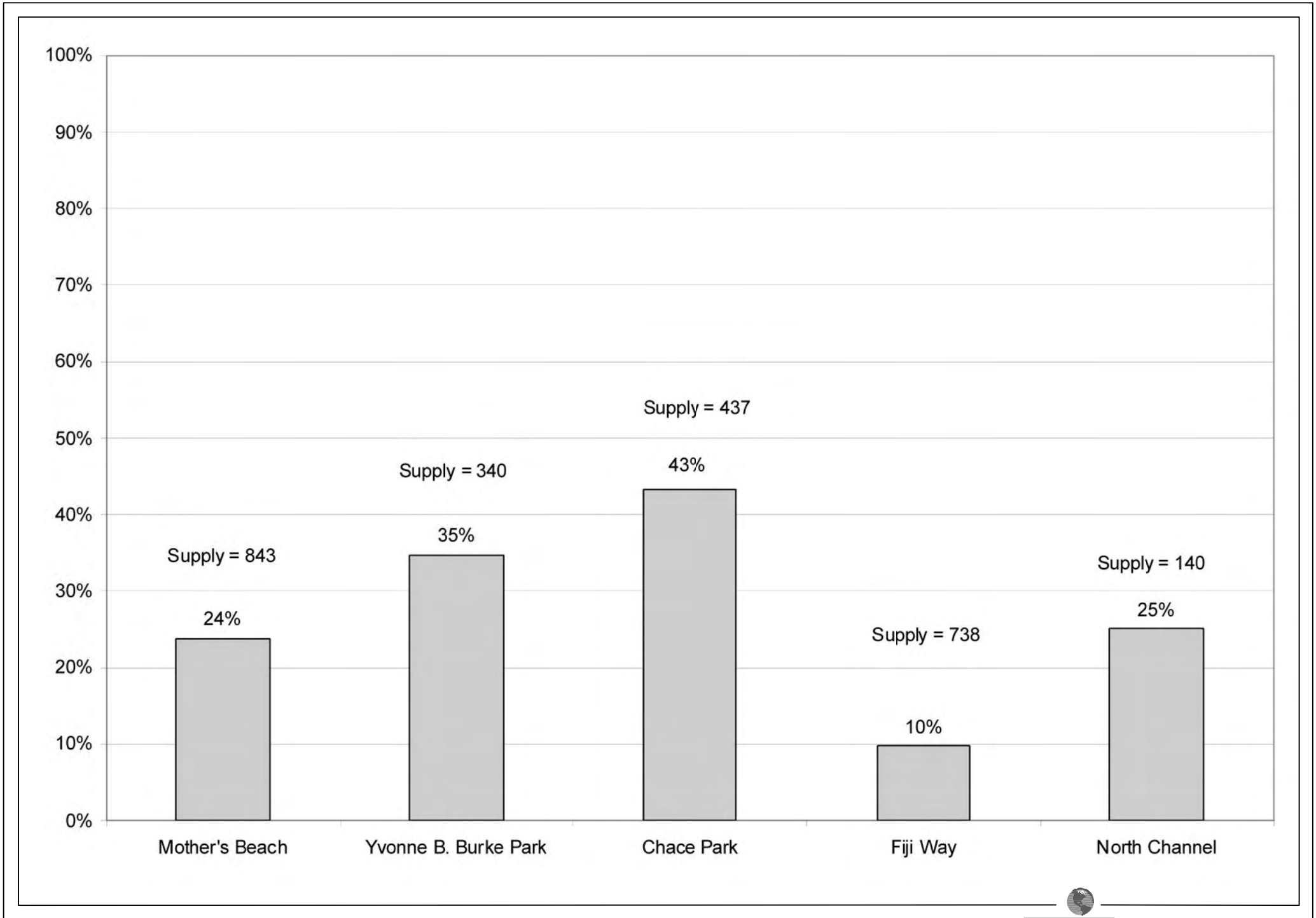


FIGURE 6-2
PEAK WEEKDAY EXISTING PARKING OCCUPANCY BY ACTIVITY AREA

RAJU Associates, Inc.

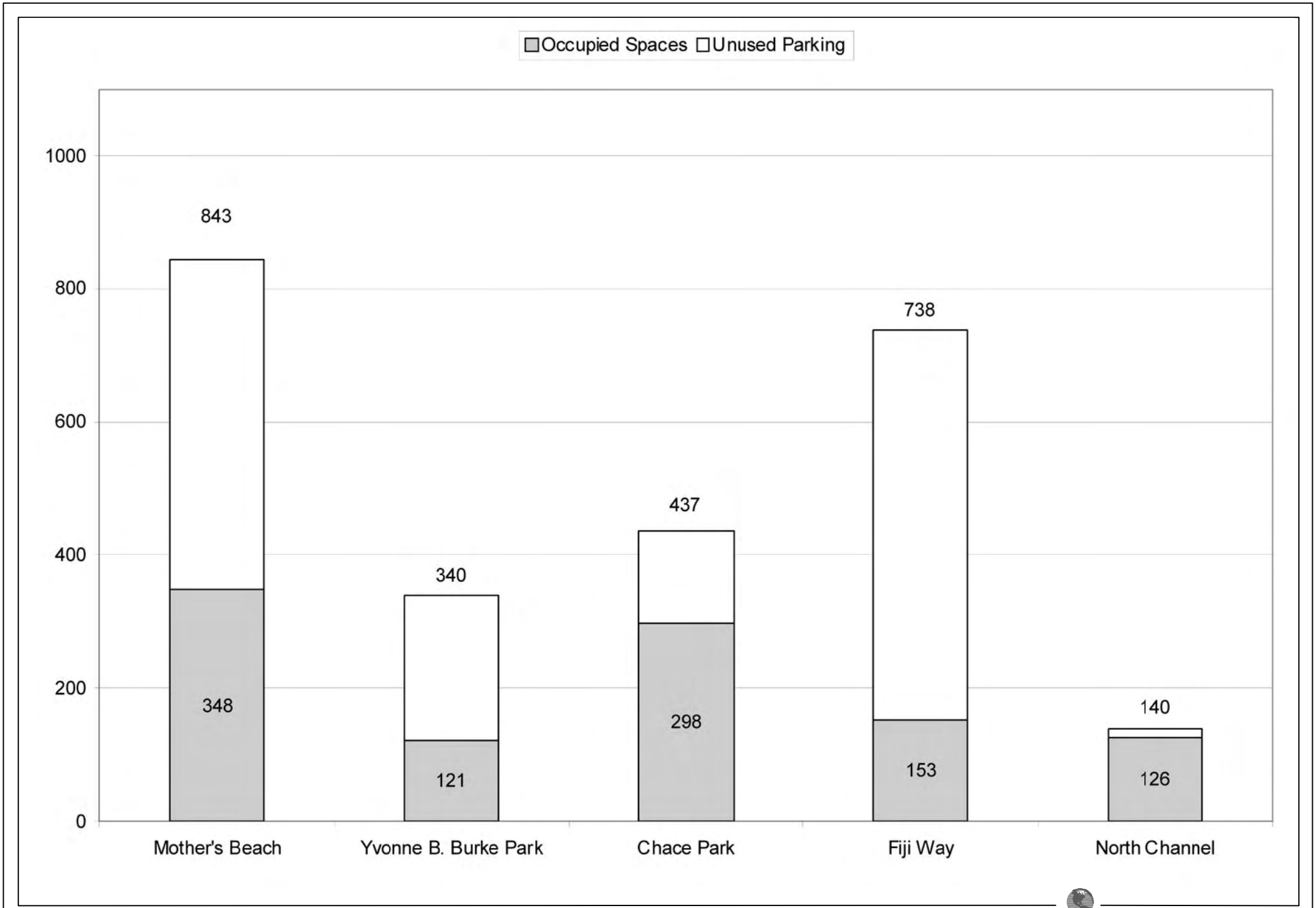


FIGURE 7-1
PEAK WEEKEND DAY EXISTING PARKING DEMAND BY ACTIVITY AREA

RAJU Associates, Inc.

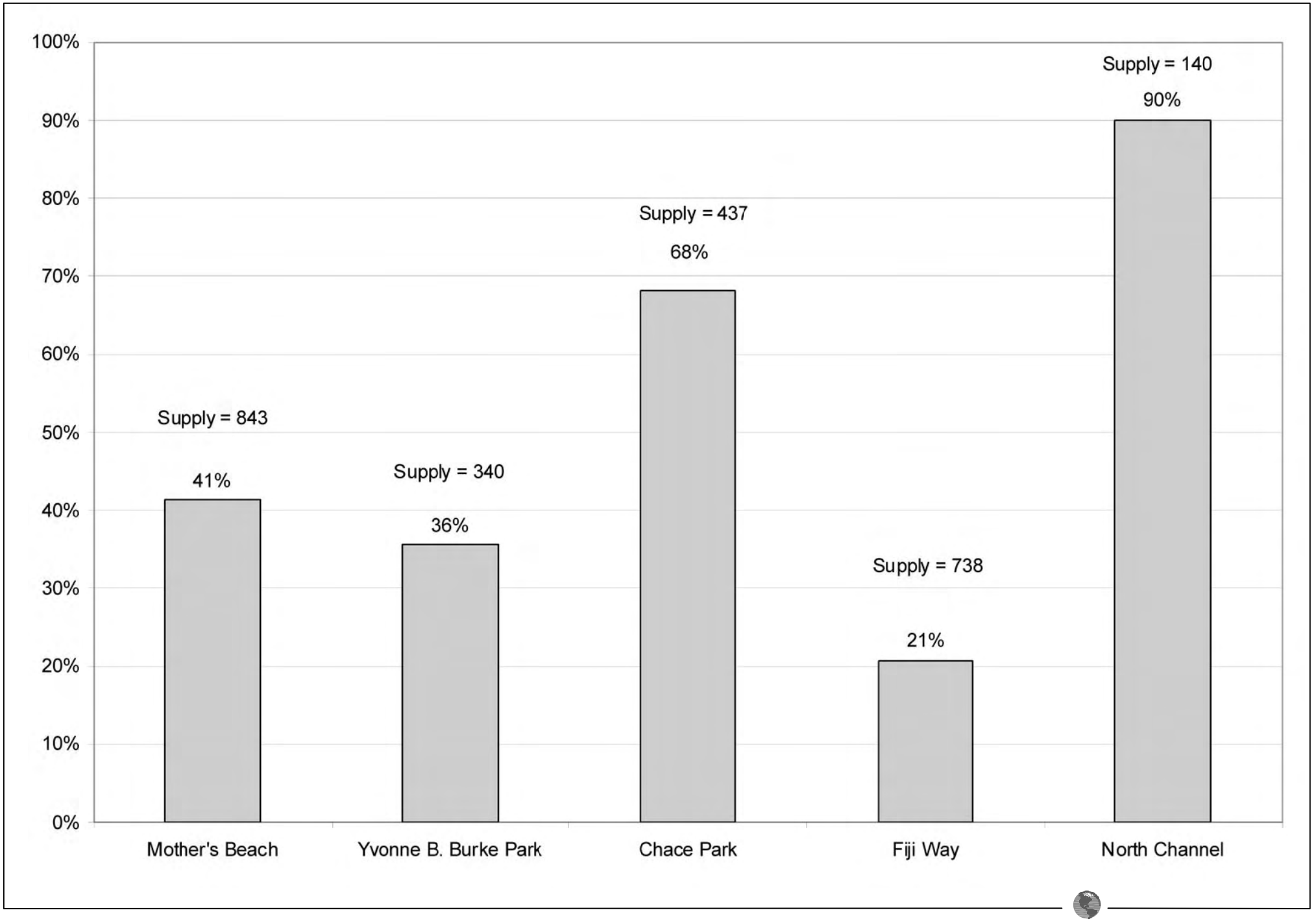


FIGURE 7-2
PEAK WEEKEND DAY EXISTING PARKING OCCUPANCY BY ACTIVITY AREA

RAJU Associates, Inc.

TABLE 3
PEAK WEEKDAY EXISTING PARKING DEMAND & OCCUPANCIES

#	Activity Area	Parking Supply	Peak Weekday Demand	Peak Weekday Occupancy	Time
1	Mother's Beach (8-OT, 9-NR, 10-IR, 11-GR)	843	Public: 201 All: 300	Public: 24% All: 36%	8PM
2	Yvonne B Burke Park (*) (5-U, 7-Q)	340	118	35%	10AM
3	Chace Park (2-49R, 4-49M, EE)	437	189	43%	1PM
4	Fiji Way (1-Fisherman's Village, Dock 52)	738	Public: 72 All: 491	Public: 10% All: 67%	8PM
5	North Channel (13-3S)	140	35	25%	8PM

Note: (*) - Formerly known as Admiralty Park

TABLE 4
PEAK WEEKEND DAY EXISTING PARKING DEMAND & OCCUPANCIES

#	Activity Area	Parking Supply	Peak Weekend Day Demand	Peak Weekend Day Occupancy	Time
1	Mother's Beach (8-OT, 9-NR, 10-IR, 11-GR)	843	Public: 348 All: 462	Public: 41% All: 55%	4PM
2	Yvonne B Burke Park (*) (5-U, 7-Q)	340	121	36%	4PM
3	Chace Park (2-49R, 4-49M, EE)	437	298	68%	4PM
4	Fiji Way (1-Fisherman's Village, Dock 52)	738	Public: 153 All: 678	Public: 21% All: 92%	4PM
5	North Channel (13-3S)	140	126	90%	4PM

Note: (*) - Formerly known as Admiralty Park

From Tables 3 and 4, the following observations can be made:

- In the Mother's Beach Activity Area, the maximum observed overall parking occupancy including the Cheesecake Factory demand was 36% and 55% during peak weekdays and weekend days, respectively. The maximum observed peak public parking occupancy was 24% and 41% during holiday peak weekdays and weekend days, respectively.
- In the Yvonne B. Burke Park Activity Area, the maximum observed parking occupancy was 35% and 36% during peak weekdays and weekend days, respectively.
- In the Chace Park Activity Area, the maximum observed parking occupancy was 43% and 68% during peak weekdays and weekend days, respectively.
- In the Fiji Way Activity Area, the maximum observed overall parking occupancy was 67% and 92% during peak holiday weekdays and weekend days, respectively. These demands included those associated with Fisherman' Village commercial and other uses as well as those associated with other uses served by Dock 52 parking. The maximum observed peak public parking occupancy (based on specialized surveys of all users to identify public parking patronage conducted by Raju Associates Inc) was 10% and 21% during holiday peak weekdays and weekend days, respectively.
- In the North Channel Activity Area, the maximum observed parking occupancy was 19% and 63% during peak weekdays and weekend days, when no other events are serviced, respectively.

In summary, for approximately 10 days in any year, the parking lots within each of the Activity Areas in Marina del Rey are somewhat better utilized. The maximum occupancy that was noted other than in the Fiji Way Activity Area was 68% in the Chace Park activity area. The maximum occupancy in the Fiji Way activity area that was noted on the peak weekend day was 92% in lots W and Dock 52. The Overflow Lots adjacent to this activity area provided additional public parking supply to bring the overall occupancy to approximately 80% indicating that there was still more than adequate available public parking within the Fiji Way Activity Area and the overflow parking lots during peak holiday weekend days. All other activity areas are currently showing maximum occupancies of 19 to 43% during peak weekdays and 33 to 68% during peak weekend days indicating a number of unused excess parking even during the peak times every year.

The purpose of this parking study is to right-size public parking supply serving each of the activity areas in the long-term (year 2030) future conditions taking into account the ambient growth and potential other public amenities development such as additional boat slips or storage and expansion of Chace Park within the Marina and their anticipated additional demands on public parking. The ambient growth includes all other growth in the region that would potentially add parking demand and was assumed to be equal to the ambient observed traffic growth in this area. A detailed assessment of these conditions is presented in the following chapter.

III. LONG-TERM FUTURE PUBLIC PARKING ASSESSMENT

This chapter provides a description of the various components that affect public parking dynamics throughout the Marina. Detailed estimations and assessments of public parking demands in the future within each of the activity areas in the Marina are performed in this chapter. A discussion of the methodology used in the preparation of these forecasts including key assumptions, parameters and other relevant information is also provided in this chapter.

The future year 2030 long-term parking evaluations included in this chapter address typical weekday and weekend day conditions as well as peak holiday weekday and weekend day conditions. Detailed assessments of all these scenarios within each of the activity areas are provided in the following sections.

FUTURE LONG-TERM (YEAR 2030) PUBLIC PARKING DEMAND ESTIMATION

The future parking demands at the various public parking lots are dependent upon the following key elements – current or existing parking demands, anticipated ambient growth due to general growth in population and anticipated growth in public parking demand due to potential expansion of public facilities and amenities (such as additional boat storage or slips and expansion of Chace Park). Further, where private commercial and public parking demands affect the occupancies of the public parking lots, only the public parking component would need to be isolated and used in the development of future public parking demand forecasts. Conversely, where public parking demand is occurring at private free parking lots adjacent to public parking lots, this demand has been captured and utilized in the development of overall future public parking demands within each of the activity areas, in this study.

The methodology used in the estimation of both peak public parking demands on typical weekdays and weekend days as well as peak holiday weekdays and weekend days is as follows:

1. Identify / determine the peak public parking demands on typical and peak weekdays and weekend days
2. Apply the anticipated ambient growth rate of 0.6% per year for 22 years based on the projected ambient traffic growth in this area. The 0.6% per year growth rate is the annual growth rate used by the Department of Public Works for projecting traffic growth in the Marina del Rey area. It is worth noting that the potential induced public parking demand, if any, due to the six pipeline development projects proposed within the Marina at parcels 10/FF, IR, OT/21, 33/NR, 52GG and 49/77 are accounted for in the ambient growth calculations noted above. The uses that are proposed within these six pipeline projects include residential, commercial retail, senior facility, hotel rooms, restaurants, visitor-serving commercial, office and dry-stack spaces and these uses will not directly cause an increase in public parking demand (per definition of public parking). However, their potential induced public parking demand, if any, is factored into the ambient growth rate noted above. Moreover, the entitlement intensities for these projects are already included in the LCP, and no additional entitlement intensity is sought.
3. Apply the anticipated additional parking demand for specific activity areas based on anticipated additional facilities. Both Mother's Beach and Chace Park Activity Areas are anticipated to have additional facilities and the potential increased public parking demand associated with these public facilities are estimated and then added to the future with ambient demand (in step 2 above) to obtain total future public parking demand by activity area

Future Long-Term Typical Weekday and Weekend Day Public Parking Demands

Utilizing the methodology described in the previous section, the future long-term typical weekday and weekend day public parking demands were estimated. Table 5 summarizes the peak parking demands and the time of day that these public parking demands are anticipated for typical weekdays and weekend days, within each of the activity areas in the Marina. Again, it is worth noting that these typical parking demands are anticipated in the Marina for more than 300 days every year.

TABLE 5

TYPICAL WEEKDAY & WEEKEND DAY FUTURE ANTICIPATED PARKING DEMAND

#	Activity Area	Typical Weekday Peak Parking Demand	Time	Typical Weekend Day Peak Parking Demand	Time
1	Mother's Beach (8-OT, 9-NR, 10-IR, 11-GR)	Public: 143 All: 167	1PM	Public: 145 All: 231	1PM 8PM
2	Yvonne B Burke Park (*) (5-U, 7-Q)	34	4PM	111	4PM
3	Chace Park (2-49R, 4-49M, EE)	92	1PM	159	4PM
4	Fiji Way (1-Fisherman's Village, Dock 52)	Public: 38 All: 233	4PM 8PM	Public: 93 All: 443	1PM
5	North Channel (13-3S)	17	8PM	36	8PM

Note: (*) - Formerly known as Admiralty Park

From Table 5, the following observations can be made:

- In the Mother's Beach Activity Area, the maximum estimated overall parking demand was 167 spaces and 231 spaces during typical weekdays and weekend days, respectively. These estimates include the parking demands associated with the Cheesecake Factory restaurant use. The maximum estimated public parking demand was 143 spaces and 145 spaces during typical weekdays and weekend days, respectively.
- In the Yvonne B. Burke Park Activity Area, the maximum estimated parking demand was 34 and 111 spaces during typical weekdays and weekend days, respectively.
- In the Chace Park Activity Area, the maximum estimated parking demand was 92 and 159 spaces during typical weekdays and weekend days, respectively.
- In the Fiji Way Activity Area, the maximum estimated parking demand was 233 and 443 spaces during typical weekdays and weekend days, respectively. These estimates include the parking associated with the Fisherman's Village commercial use as well as other uses including the Charter Boat companies. The maximum estimated public parking demand was 38 spaces and 93 spaces during typical weekdays and weekend days, respectively.
- In the North Channel Activity Area, the maximum estimated parking demand was 17 and 36 spaces during typical weekdays and weekend days, respectively.

In summary, for most of the year (i.e., more than 300 days in any year), the maximum future overall parking demand on typical weekdays and weekend days that was estimated was in the Fiji Way Activity Area. The maximum estimated future public parking demand on typical weekdays and weekend days that was estimated was in the Mother's Beach and Chace Park activity areas, respectively.

Detailed demand analyses by day and lot and by activity area are attached in Appendices C-1 and C-2 of the report.

Future Long-Term Peak Holiday Weekday & Weekend Day Public Parking Conditions

The maximum parking demands for each of the activity areas for peak holiday weekdays and weekend days (July 4th, Memorial Day and Labor Day Holidays were analyzed as noted earlier) were estimated using the methodology described earlier in this chapter. Table 6 summarizes the peak parking demands and the times of day when they occur for key holiday weekdays and weekend days, for each of the activity areas in the Marina. These key holidays parking demands are estimated mainly during the non-working weekdays and weekend days prior to the three major holidays (namely the 4th of July, Memorial Day in May and Labor Day in September every year).

From Table 6, the following observations can be made:

- In the Mother's Beach Activity Area, the maximum estimated peak overall parking demand was 364 spaces and 553 spaces including Cheesecake Factory restaurant parking demand in GR as well as the other public parking demands during peak holiday weekdays and weekend days, respectively. The maximum estimated future peak public parking demand was 252 spaces and 360 during holiday peak weekdays and weekend days, respectively.
- In the Yvonne B. Burke Park Activity Area, the maximum estimated parking demand was 134 spaces and 137 spaces during peak holiday weekdays and weekend days, respectively.
- In the Chace Park Activity Area, the maximum estimated parking demand was 222 spaces and 360 spaces during peak holiday weekdays and weekend days, respectively.
- In the Fiji Way Activity Area, the maximum estimated overall parking demand was 556 spaces and 768 spaces during peak holiday weekdays and weekend days, respectively. Again, this estimate includes the demands associated with the Fisherman's Village commercial uses as well as other uses served by lots W and Dock 52. However, the maximum estimated peak public demand was 82 spaces and 173 spaces during peak holiday weekdays and weekend days, respectively.
- In the North Channel Activity Area, the maximum estimated parking demand was 29 spaces and 100 spaces during peak holiday weekdays and weekend days, respectively.

TABLE 6
PEAK WEEKDAY & WEEKEND DAY FUTURE ANTICIPATED PARKING DEMAND

#	Activity Area	Peak Weekday Parking Demand	Time	Peak Weekend Day Parking Demand	Time
1	Mother's Beach (8-OT, 9-NR, 10-IR, 11-GR)	Public: 252 All: 364	8PM	Public: 348 All: 553	4PM
2	Yvonne B Burke Park (*) (5-U, 7-Q)	134	10AM	137	4PM
3	Chace Park (2-49R, 4-49M, EE)	222	1PM	360	4PM
4	Fiji Way (1-Fisherman's Village, Dock 52)	Public: 82 All: 556	8PM	Public: 173 All: 768	4PM
5	North Channel (13-3S)	40	8PM	143	4PM

Note: (*) - Formerly known as Admiralty Park

In summary, during the peak holiday weekdays and weekend days of the year (i.e., for approximately two weeks or 10 days during the 4th of July, Memorial Day and Labor Day holiday weeks), the maximum future peak public parking demand that was estimated was in the Mother's Beach and Chace Park Activity Areas. The maximum overall peak holiday weekday and weekend day parking demand that was estimated was in the Fiji Way activitiy area. As stated earlier, this overall demand included the parking demand associated with Fisherman's Village commercial and other uses served by lots W and Dock 52.

The actual holiday day's parking demands are not included in this assessment since it is anticipated that a comprehensive parking management plan will be implemented to accommodate those demands.

A parking management plan is a powerful tool consisting of a set of actions that can be employed to manage and control parking within an area such as Marina del Rey. The parking management plan includes numerous key elements or components that work together to achieve the primary goal of managing and controlling parking operations in a specific area. The key elements may include identification of remote parking lots (parking supply); identification of all days when the use of these remote parking lots are needed; agreements with property owners that own and/or would allow operation of the remote parking lots during these days; shuttle vans or buses that would operate between these lots and various activity area destinations within Marina del Rey; appropriate signage plan to inform and direct/guide patrons to and from remote parking lots using the associated shuttle transport; and a detailed traffic management plan to guide patrons between various parking lots as well as the remote lots. One of the remote parking lots where event parking on holidays and weekend days is available is the parking structure on Parcel 76. The Los Angeles County through a parking covenant has obtained permission to use up to 860 legally striped parking spaces on holidays and weekend days. This lot could be used as a component of the parking management plan discussed above.

During the Boat Parade Day and Halibut Derby event days, only specific parking lots within the various activity areas are estimated to continue to be utilized by the event participants and

viewers, and as such, these are special event days when a parking management plan to manage and control parking are recommended for implementation.

Detailed demand analyses by day and lot and by activity area are included in Appendices C-1 and C-2 of the report.

IV. PUBLIC PARKING REQUIREMENTS IN MARINA DEL REY

The Long-Term Future Year 2030 typical and peak holiday public parking demands estimated in the previous chapter are evaluated in this chapter. Based on the demand estimates for both typical and peak holiday weekend days, an appropriate measure of parking supply requirements is identified and minimum public parking supply requirements are suggested by activity area within the Marina Del Rey area.

There are six pipeline development projects proposed within the Marina at parcels 10/FF, IR, OT/21, 33/NR, 52GG and 49/77. The uses that are proposed include residential, commercial retail, Senior Facility, hotel rooms, restaurants, visitor-serving commercial, office and dry-stack spaces. These uses will not directly cause an increase in public parking demand. Although there would be no direct effect on public parking due to these projects, the potential induced public parking demand has been accounted for in the ambient growth calculations. These private development projects would be required to provide their own parking for the various proposed uses per Los Angeles County parking code requirements that are separate from the public parking assessments that are being addressed in this study.

PEAK PARKING DEMAND ESTIMATES BY ACTIVITY AREA

From the previous chapter, it was observed that the peak public parking demands within each of the activity areas varied widely between the activity areas themselves as well as between typical (300 plus) days of the year and peak holiday weekend days of a certain year.

The Fiji Way and Mother's Beach activity areas demand estimates that were developed in the previous chapter also included the overall demand at the various parking lots serving these areas. Special detailed surveys were conducted to isolate only the public parking demand component from these lots. Using the data from these days, public parking demands associated with the

various parking lots and consequently, the activity areas were developed.

An examination of the current peak parking demands indicates the following:

> *On typical (300 plus days) weekdays and weekend days in a year, the current peak public parking demand varies between 5% on a weekday within Fiji Way activity area to 31% occupancies on a weekend day at the Chace Park activity area. However, on peak holiday weekdays and weekend days, the peak public parking demand varies between 10% on a weekday at the Fiji Way activity area to 68% occupancy on a weekend day at the Chace Park activity area. These data indicate that not only are the demands highly variable, for most of the year, they are also much lower than the currently available parking supply indicating that most of the parking supply is greatly under-utilized throughout the year. On certain peak weekday and weekend days of holiday weeks, and special event days, some of these parking lots within the activity areas get better utilization.*

The demand data indicates that determination of an average value would not be very useful in ascertaining the required parking supply by activity area due to the tremendous variation in the data. Statistical evaluation in cases such as these would involve determination of the 85th percentile or 90th percentile of the data (public parking demand) and then assessing the supply requirements based on that.

The 85th percentile (or 90th percentile) value is defined as that value that 85% (or 90%) of the data in the value set are equal to or less than. The 90th percentile peak public parking demand at each of the activity areas represents that value of demand that 90% of all the peak public parking demands are less than or equal to. In technical terms, 90th percentile is that position in a dataset that has 90% of the data equal to or less than it and 10% of the data greater than it.

PUBLIC PARKING SUPPLY REQUIREMENTS IN MARINA DEL REY

Both the 85th percentile and 90th percentile of peak parking demand data were determined for both the current as well as future anticipated peak conditions. Even though 85th percentile is what is typically chosen as design day for various types of uses, for public parking assessment in Marina del Rey, a conservative 90th percentile of peak public parking demand was utilized. Table 7

summarizes the 90th percentile future anticipated peak public parking demand by activity area within the Marina. As stated earlier, the public parking demand estimates at lots where parking was shared between public parking and adjacent commercial private parking demands, were developed based on specialized surveys conducted at lots W, Dock 52, NR and adjacent lots and GR.

From Table 7, it can be observed that the 90th percentile of the peak parking demand would vary between 100 spaces at the North Channel activity area to 360 spaces at Mother's Beach.
The minimum public parking supply requirement, from a conservative perspective, has been estimated to be approximately 10% more than the 90th percentile of the anticipated future peak parking demand for each of the activity areas. This would allow for patrons to find parking within the activity areas with relative ease rather than circling around and within the various parking lots within each of the activity areas. Further, this additional 10% over and above the 90th percentile design day chosen for public parking, would provide an additional factor of safety to accommodate any potential induced demand due to the six pipeline projects proposed within the Marina. Table 8 and Figure 8 summarize the minimum public parking supply requirements within each of the activity areas in the Marina.

The detailed analyses worksheets by activity area for current conditions and future anticipated 2030 peak conditions are included in Appendices D-1 and D-2.

Summarizing, based on the data, the following are recommended for public parking supply - Mother's Beach activity area: 400 spaces; Yvonne B. Burke Park activity area: 115 spaces; Chace Park activity area: 370 spaces; Fiji Way activity area: 180 spaces; North Channel activity area: 110 spaces. Parking supply for shared commercial and other non-public recreational uses would need to be over and above the minimum public parking requirements noted above.

It is also worth noting that although recommended ranges of parking supply by activity area are provided in this study, one could park in any activity area within the Marina and use the Water Taxi and / or Shuttle to reach the final destination. Further, given the proximity of parking within one activity area to uses in another activity area, it is possible for patrons to use alternate activity area parking lots and walk to their final destination.

TABLE 7
90TH PERCENTILE FUTURE PEAK PUBLIC PARKING DEMAND BY ACTIVITY AREA

Activity Area	90th Percentile Future Peak Parking Demand
Mother's Beach	360
Yvonne B Burke Park	102
Chace Park	336
Fiji Way	165
North Channel	100

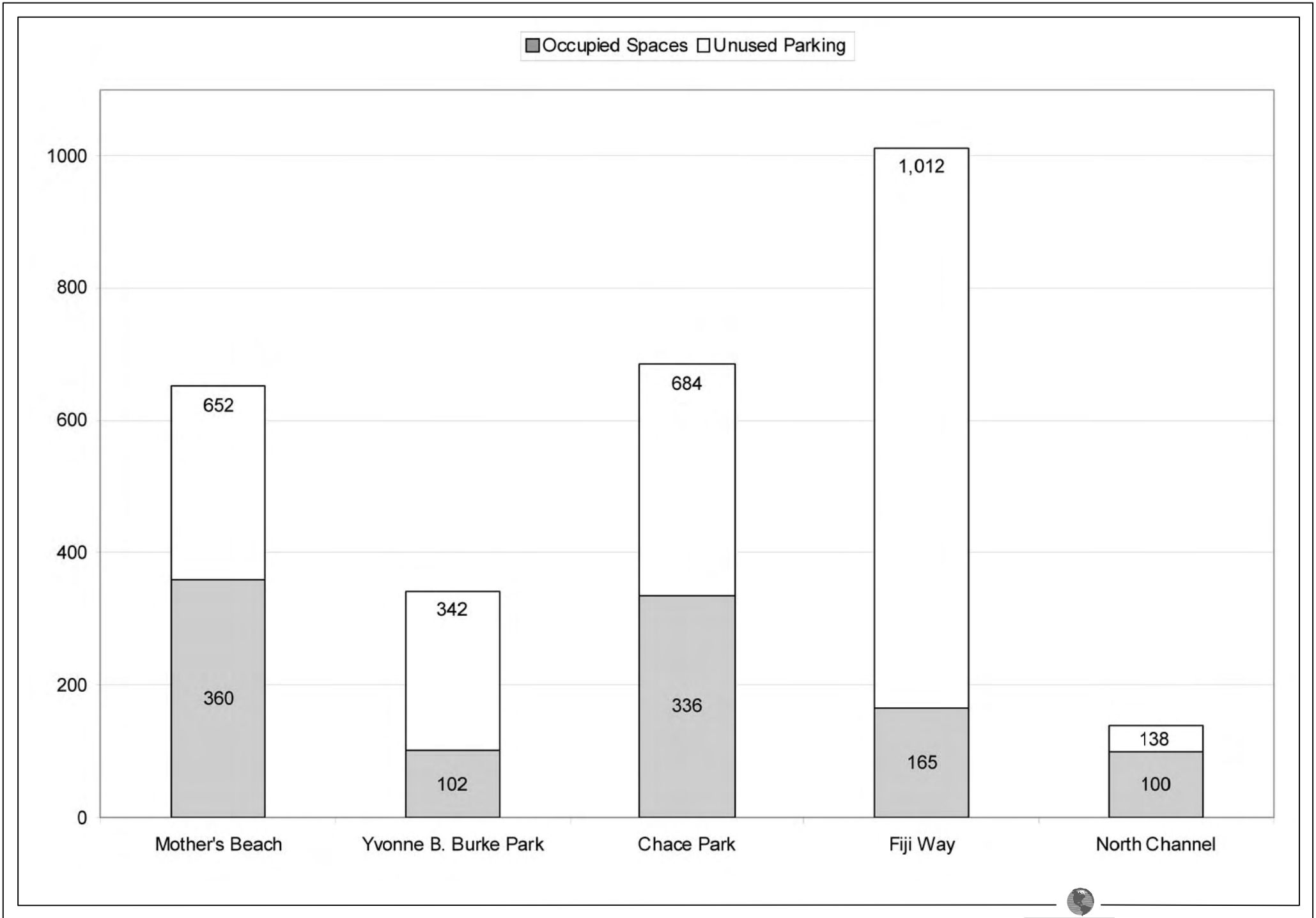


FIGURE 8
90TH PERCENTILE FUTURE PEAK PARKING DEMAND BY ACTIVITY AREA

RAJU Associates, Inc.

TABLE 8
RECOMMENDED PARKING REQUIREMENTS BY ACTIVITY AREA

Activity Area	90th Percentile Future Peak Parking Demand	Recommended Minimum Public Parking Supply
Mother's Beach	360	400
Yvonne B Burke Park	102	115
Chace Park	336	370
Fiji Way	165	180
North Channel	100	110

PARKING SUPPLY EVALUATION

The Fiji Way and Mother's Beach Activity Areas, as noted earlier, involve sharing of public parking lots by commercial (Fisherman's Village in Fiji Way), charter boat companies (in Fiji Way) and restaurant (Shanghai Reds in Fiji Way and Cheesecake Factory in Mother's Beach) uses with public recreational parking. The following sections provide an examination and analysis of the currently proposed parking within the activity areas in comparison to the minimum public parking requirements along with the private use parking demands, if any, within the same activity areas.

Adequacy of the parking operations within each of the activity areas is also discussed in the following section.

Fiji Way Activity Area Overall Parking Analysis

The Fisherman's Village development as well as the Charter Boat Companies and others within the Fiji Way activity area share the parking lots 1 on Parcel W and Dock 52 on Parcel 52. These developments with their peak parking demand profiles per the studies conducted by the Proposed Fisherman's Village Expansion / Enhancement Proejct and the public parking demand profiles per the specialized surveys and analyses conducted by Raju Associates, Inc. are summarized in Appendix E. It can be summarized from Appendix E that the peak weekday maximum overall parking demand would be 788 spaces while the maximum overall peak parking demand on weekend days would be 930 spaces. The Fisherman's Village Enhancement / Expansion Project currently calls for an overall parking supply of 1,012 spaces to be shared by all uses including the public parking demand anticipated to be generated in the Future year 2030 conditions. The proposed parking supply would be adequate in terms of satisfying the shared need identified above. It is recommended that the public parking component be integrated into the Fisherman's Village Project throughout the day on all weekdays and weekend days, except on holidays when a parking management plan is recommended.

Mother's Beach Activity Area Overall Parking Analysis

The Cheesecake Factory Restaurant currently utilizes lot 11 on Parcel GR. A comparison of the minimum public parking requirement plus the Cheesecake Factory parking demand on lot 11

within the Mother's Beach activity area was made to the currently proposed public parking supply, within the same activity area. This overall demand was estimated to be 364 spaces on a peak weekday and 553 spaces on a peak weekend day including the Cheesecake Factory and all other potential additional boat slip development within the Mother's Beach activity area. The proposed supply within this activity area is currently planned to be approximately 650 spaces. Therefore, there would be adequate parking within this activity area with the currently proposed plan.

All other Activity Areas Parking Analyses

In addition to the above activity areas, a comparison of currently proposed parking supply to the minimum public parking requirements within each of the other activity areas (Yvonne B. Burke Park, Chace Park and North Shore) was conducted. It was observed that the currently proposed parking plan provides more than adequate public parking supply within each of the other activity areas also.

Summarizing, the currently proposed parking plan provides more than the required minimum public parking supply requirements within all of the activity areas in Marina del Rey as shown below:

Activity Area Name	Recommended Minimum Public Parking Supply (Number of Spaces)	Excess Number of Parking Spaces based on Proposed Parking Plan
Mother's Beach (1)	400	117
Yvonne B. Burke Park	115	227
Chace Park	370	314
Fiji Way (2)	180	92
North Shore	110	30

Note :

(1) – Parking lots in this activity area are shared by public and private uses. The Cheesecake Factory restaurant uses parking lot 11 on Parcel GR.

(2) – Parking lots in this activity area are also shared by public and private uses. Fisherman's Village, charter boats, the LACDBH office and others use parking lots 1 and Dock 52 within this activity area.

An exhibit showing the 90th percentile future public parking demand, recommended minimum public parking supply, existing parking supply and the future potential public parking supply by activity area is included in Appendix F.

V. SUMMARY OF RECOMMENDATIONS & CONCLUSIONS

A comprehensive and detailed parking study has been performed by Raju Associates, Inc. to assess the public parking needs within the Marina del Rey area of the County of Los Angeles, California. Both current and future needs are assessed through the year 2030 and right-sizing of public parking within various areas in Marina del Rey have been addressed as part of this study.

"Public Parking" is defined as the parking provided for the benefit of the general public (including visitors to and residents of Marina del Rey) for the sole purpose of utilizing and enjoying the public facilities such as the beach, parks, recreational public uses and other specific attractions that are not commercial in nature. The parking requirements associated with potential future attractions such as hotels, restaurants and other commercial establishments as well as all other private uses including residential, office, retail and other commercial types of uses are addressed separately using the Los Angeles County Parking Codes and Local Coastal Plan provisions, and as such, are not the subject of this study document. Only the requirements as they pertain to public parking as defined above are addressed in this document.

There are numerous public parking lots within the Marina del Rey area. They serve nearby residents as well as visitors to the Marina facilities. The public parking lots are all surface lots adjacent to specific attractions and serving a specific activity area. Past surveys and observations of utilization of these public parking lots have revealed that these lots are all greatly under-utilized to varying degrees almost throughout the year except for a few holidays and pre-holiday weekend days, even when the gate arms are up and no fee is charged.

A list of the public parking lots within the Marina that are evaluated in this study is provided below.

Lot Number	Parcel	Number of Parking Spaces	Remarks
1	W	502	Fisherman's Village and others use this lot
2	49R	239	
4	49M	140	
5	UR	220	Public Library uses 20 spaces
7	Q	120	
8	OT	183	FantaSea Yachts can use 94 spaces after 6 pm
9	NR	186	
10	IR	212	
11	GR	262	Cheesecake Factory uses this lot
12	FF	201	Not used much by anyone
13	3S	140	
16	EE	58	Metered parking spaces
Dock 52	52	236	LACDBH Office and others use this lot
Total		2,699	

This study is directed at identifying the appropriate parking supply to satisfy the current and anticipated future parking demands within various activity areas and right-sizing the parking lots (listed in the previous page) serving these activity areas. The estimation of parking demands for the future year 2030 was done using current observed parking demands and factoring in the growth anticipated from planned adjacent uses as well as from ambient growth due to growth in population over the next 20+ years. In addition, several new improvements for visitors at Mother's Beach and potential expansion of Chace Park were factored into demand figures.

There are six pipeline development projects proposed within the Marina at parcels 10/FF, IR, OT/21, 33/NR, 52GG and 49/77. The uses that are proposed include residential, commercial retail, Senior Facility, hotel rooms, restaurants, visitor-serving commercial, office and dry-stack spaces. These uses will not directly cause an increase in public parking demand. Although there would be no direct effect on public parking due to these projects, the potential induced public parking demand has been accounted for in the ambient growth calculations noted above. These private development projects would be required to provide their own parking for the various

proposed uses per Los Angeles County parking code requirements that are separate from the public parking assessments that are being addressed in this study.

Current and future parking demand and supply utilization analyses at each of the public parking lots within the Marina del Rey area were conducted in this study. Five major activity areas were identified and peak parking within these activity areas were determined. The supply needed to accommodate the current and future needs within each of the activity areas were also determined in this study and suggestions / recommendations for the same were made. The following executive summary highlighting the key findings of this study is presented.

- A total of 13 public parking lots and five activity areas were assessed within the study area for this project. The five activity areas are the Mother's Beach Activity area, Yvonne B. Burke Park Activity area, Chace Park Activity area, Fiji Way Activity area and the North Channel Activity area.

- Parking supply surveys were conducted at each of the public parking lots within the study area by Los Angeles County Department of Beaches and Harbors staff and verified by Raju Associates. Based on the field inventory surveys, it was determined that the total public parking available within the studied Marina del Rey area was 2,699 spaces. This is different from the number of spaces noted in the Marina del Rey Land Use Plan (LUP) due to restriping of various lots after publication of the LUP to accommodate handicapped spaces and to improve efficiencies.

- Parking demand surveys at each of the public parking lots were conducted during the busiest weekends (Friday through Monday) of the years 2005 and 2007. Memorial Day, 4th of July and Labor Day weekends including the holidays were chosen to conduct the parking demand surveys. Raju Associates also conducted demand surveys at each of the parking lots during the recent Labor Day weekend in September 2009 and included the same in the evaluation of public parking requirements in this study. Additionally, a typical weekday and weekend day were chosen to conduct parking demand surveys to reflect typical conditions prevailing in the Marina for most of the year as it relates to parking.

- In addition to the demand surveys noted above, specialized surveys were conducted on a weekday and weekend day at all the parking lots where sharing of public parking spaces for private commercial uses are currently occurring. These were later utilized in determining the public parking demand component of the overall parking demand at these lots (as noted in the table above).

- The current peak public parking demand occupancies on typical weekdays and weekend days varies between 5% at Fiji Way activity area to 18% at Chace Park activity area during weekdays and 11% at Fiji Way activity area to 31% at Chace Park activity area during weekends. All other activity areas have parking occupancies of less than 18% and 31% on typical weekdays and weekend days, respectively. These occupancies are typical for

most of the year (i.e., more than 300 days in a year).

- The current peak parking demand occupancies on peak holiday weekdays and weekend days varies between 10% at Fiji Way activity area to 43% at Chace Park activity area during weekdays and 21% at Fiji Way activity area to 68% at Chace Park activity area during weekend days. The Fiji Way activity area parking lots also accommodate parking demands associated with commercial and other uses adjacent to them. The public parking demand component only has been reflected in the numbers above. If the overall parking demand at the lots that serve the Fiji Way activity area including the commercial and other uses demand is examined then a 67% occupancy during peak weekdays and 92% during peak holiday weekends are observed. All other activity areas other than the Fiji Way activity area have parking occupancies of less than 43% and 68% on peak holiday weekdays and weekend days, respectively.

- The future anticipated peak parking demands on typical and peak holiday weekdays and weekend days were developed using anticipated ambient growth in the region as well as growth in public parking demand anticipated due to provision of additional public facilities within the Marina. Additional public parking demands from both the Chace Park expansion and additional public amenities at Mother's Beach were included in the estimation of the future anticipated public parking demands.

- Peak public parking demand estimates were developed by isolating the public parking demand component from various lots (Lot W, Dock 52 lot in Parcel 52, and Lot GR) and then applying the growth factors due to ambient growth and the additional demand associated with additional public facilities planned in the future. The public parking demand estimates from these lots were combined together to obtain the activity area public parking demands.

- These future anticipated demands varied greatly between activity areas as well as during typical and peak holiday weekdays and weekend days. Due to this wide variation in anticipated demands for each of the activity areas on weekdays and weekend days throughout the year, developing a measure of central tendency (such as mean or mode or median) was not meaningful. Instead, the 85th percentile and 90th percentile of the peak parking demands which are meaningful, in this context, were determined.

- The 90th percentile peak public parking demand at each of the activity areas represents that value of demand that 90% of all the peak public parking demands are less than or equal to. In technical terms, 90th – percentile is that position in a dataset that has 90% of the data equal to or less than it and 10% of the data greater than it. The 90th percentile value states that at least 90% of the values in the set are less than or equal to this value.

- The 90th percentile of peak public parking demand at each of the activity areas was determined to be the following - Mother's Beach: 360 spaces; Yvonne B. Burke Park: 102 spaces; Chace Park: 336 spaces; Fiji Way: 165 spaces; and North Channel: 100 spaces.

- The minimum public parking supply at each of the activity areas was determined using the

90th percentile future (2030) peak parking demand and increasing the same by 10% to facilitate satisfactory operations within each of the parking lots serving the individual activity areas. The increased 10% supply over the peak demand by activity area would allow patrons to find parking spaces in the various parking lots serving the activity lot without having to move around or circle around between and within parking lots. The recommended minimum number of required public parking spaces by activity area is shown below.

	Activity Area	**90th-Percentile Parking Demand (number of spaces)**	**Recommended Minimum Number of Required Public Parking Spaces**
A	Mother's Beach Activity Area	360	400
B	Yvonne B. Burke Park Activity Area	102	115
C	Chace Park Activity Area	336	370
D	Fiji Way Activity Area	165	180
E	North Channel Activity Area	100	110

- Although these parking supply requirements have been recommended by activity area, it should be emphasized that one could park in any activity area within the Marina and use the Water Taxi or the Shuttle to reach the final destination.

- An evaluation of currently proposed potential public parking supply within each of the activity areas in comparison to the recommended range of minimum parking requirements was made. It was determined that more than adequate public parking supply would continue to be available within each of the activity areas. Included in the evaluation was also the overall future demand of both public and private parking demand versus proposed supply within each of the activity areas. It was determined that adequate overall parking supply would be available within each of the activity areas including even those that have commercial and other users sharing parking within the public parking lots as shown in the table on the following page.

Activity Area Name	Recommended Minimum Public Parking Supply (Number of Spaces)	Excess Parking Supply based on Proposed Parking Plan (Number of Spaces)
Mother's Beach (1)	400	117
Yvonne B. Burke Park	115	227
Chace Park	370	314
Fiji Way (2)	180	92
North Shore	110	30

Note :
(1) – Parking lots in this activity area are shared by public and private uses. The Cheesecake Factory restaurant uses parking lot 11 on Parcel GR.
(2) – Parking lots in this activity area are also shared by public and private uses. Fisherman's Village, charter boats, the LACDBH office and others use parking lots 1 and Dock 52 within this activity area.

During peak holidays namely Independence Day, Labor Day, and Memorial Day, and special event days such as Halibut Derby Day and Boat Parade Day, the parking within the Marina would need to be managed. A specific parking management plan should be developed to accommodate the peak holiday demands and shuttle people to their various specific destinations, where needed. During weekends and holidays, the county has permission to use 860 legally-marked parking spaces in parcel 76 per the current parking covenant and this parking supply could be used during event days.

APPENDIX A1-A3

A-1 Parking Supply Inventory Table

A-2 Parking Demand Survey Data

A-3 Parking Demand Special Survey Data

APPENDIX A1

Marina Del Rey Right Sizing Parking Study

Comparison of Public Parking Spaces Available (Parking Supply Inventory)

Parking Lot	General Parking Spaces	Handicap	Other	Total Available Spaces	LADBH Count	LCP Count	Potential Reason for Differences
Dock 52	226	10	0	236	239	245	Restriping for Handicapped Spaces
Fisherman's	485	17	0	502	439	483	Overall restriping of the parking lot for better efficiency
Overflow	245	7	0	252	n/a	n/a	
Lot 2	438 / 219 Boat Trailer Spaces	12	8 [1]	458 / 239	234	466 / 233	Restriping for Handicapped Spaces
Lot 4	133	7	0	140	152	124	Overall restriping of the parking lot for better efficiency
Lot 16	54	4	0	58	n/a	60	Restriping for Handicapped Spaces
Lot 5	198	3	19 [2]	220	222	240	Restriping for Handicapped Spaces and to improve circulation
Lot 7	115	5	0	120	120	118	Overall restriping of the parking lot for better efficiency
Lot 8	177	6	0	183	183	186	Restriping for Handicapped Spaces
Lot 9	180	6	0	186	187	191	Restriping for Handicapped Spaces
Lot 10	209	3	0	212	209	216	Restriping for Handicapped Spaces
Lot 11	254	8	0	262	263	264	Restriping for Handicapped Spaces
Lot 12	194	7	0	201	206	207	Restriping for Handicapped Spaces
Lot 13	136	4	0	140	138	140	No difference

Note : [1] These spaces are reserved for boat washing purposes.

[2] These spaces are reserved for the Library by permit only.

[3] These spaces are based on Field inventory surveys conducted by Raju Associates, Inc. February 2009.

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

5/27/2005

MAXIMUM NUMBER OF SPACES OCCUPIED
FOR MEMORIAL DAY WEEKEND 2005

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	N/A	N/A	N/A	N/A	**236**
(Public Component)	N/A	N/A	N/A	N/A	
Fishermans	N/A	N/A	N/A	N/A	**502**
(Public Component)	N/A	N/A	N/A	N/A	
Overflow	N/A	N/A	N/A	N/A	**252**
Lot 2	33	35	32	28	**239**
Lot 4	32	37	22	13	**140**
Lot 5	115	97	58	45	**220**
Lot 7	3	0	3	6	**120**
Lot 8	1	0	0	7	**183**
Lot 9	8	11	9	13	**186**
Lot 10	2	1	1	0	**212**
Lot 11	15	79	53	109	**262**
(Public Component)	5	29	19	40	
Lot 12	0	2	3	2	**201**
Lot 13	5	3	3	16	**140**

Mother's Beach Demand (8,9,10,11)	47	112	84	150	843
Public Component [1]	37	62	50	81	
Yvonne B. Burke Park (5,7) [3]	118	97	61	51	340
Chace Park (2,4,EE)	123	130	112	99	437
Fiji Way Demand (Fisherman's Village, Dock 52)	0	0	0	0	738
Public Component	0	0	0	0	
North Channel (13)	5	3	3	16	140
Lot 12	0	2	3	2	201

NOTE:
[1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
[3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

5/28/2005

MAXIMUM NUMBER OF SPACES OCCUPIED
FOR MEMORIAL DAY WEEKEND 2005

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	N/A	N/A	N/A	N/A	**236**
(Public Component)	N/A	N/A	N/A	N/A	
Fishermans	N/A	N/A	N/A	N/A	**502**
(Public Component)	N/A	N/A	N/A	N/A	
Overflow	N/A	N/A	N/A	N/A	**252**
Lot 2	113	147	117	59	**239**
Lot 4	20	22	16	10	**140**
Lot 5	48	49	53	43	**220**
Lot 7	3	9	9	9	**120**
Lot 8	1	0	0	3	**183**
Lot 9	21	34	33	17	**186**
Lot 10	26	46	71	23	**212**
Lot 11	62	99	103	132	**262**
(Public Component)	7	11	11	15	
Lot 12	2	12	16	10	**201**
Lot 13	14	17	19	23	**140**

Mother's Beach Demand (8,9,10,11)	153	222	250	218	843
Public Component [1]	98	134	158	101	
Yvonne B. Burke Park (5,7) [3]	51	58	62	52	340
Chace Park (2,4,EE)	191	227	191	127	437
Fiji Way Demand (Fisherman's Village, Dock 52)	0	0	0	0	738
Public Component	0	0	0	0	
North Channel (13)	14	17	19	23	140
Lot 12	2	12	16	10	201

NOTE: [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

[3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

5/29/2005

MAXIMUM NUMBER OF SPACES OCCUPIED
FOR MEMORIAL DAY WEEKEND 2005

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	N/A	N/A	N/A	N/A	**236**
(Public Component)	N/A	N/A	N/A	N/A	
Fishermans	N/A	N/A	N/A	N/A	**502**
(Public Component)	N/A	N/A	N/A	N/A	
Overflow	N/A	N/A	N/A	N/A	**252**
Lot 2	130	144	104	48	**239**
Lot 4	23	40	34	12	**140**
Lot 5	22	22	24	23	**220**
Lot 7	7	11	8	13	**120**
Lot 8	0	0	3	31	**183**
Lot 9	18	20	26	17	**186**
Lot 10	23	69	86	16	**212**
Lot 11	36	94	134	112	**262**
(Public Component)	4	10	15	12	
Lot 12	5	3	19	11	**201**
Lot 13	11	25	58	49	**140**

Mother's Beach Demand (8,9,10,11)	120	226	292	219	843
Public Component [1]	88	142	173	119	
Yvonne B. Burke Park (5,7) [3]	29	33	32	36	340
Chace Park (2,4,EE)	211	242	196	118	437
Fiji Way Demand (Fisherman's Village, Dock 52)	0	0	0	0	738
Public Component	0	0	0	0	
North Channel (13)	11	25	58	49	140
Lot 12	5	3	19	11	201

NOTE:
[1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
[3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

5/30/2005

MAXIMUM NUMBER OF SPACES OCCUPIED
FOR MEMORIAL DAY WEEKEND 2005

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	N/A	N/A	N/A	N/A	**236**
Fishermans	N/A	N/A	N/A	N/A	**502**
Overflow	N/A	N/A	N/A	N/A	**252**
Lot 2	112	123	85	19	**239**
Lot 4	21	37	38	18	**140**
Lot 5	23	26	22	16	**220**
Lot 7	6	7	7	4	**120**
Lot 8	1	0	2	17	**183**
Lot 9	24	26	27	13	**186**
Lot 10	19	68	121	13	**212**
Lot 11	19	118	127	84	**262**
Lot 12	7	18	33	12	**201**
Lot 13	17	48	82	28	**140**

Mother's Beach Demand (8,9,10,11)	63	212	277	127	843
Yvonne B. Burke Park (5,7) [3]	29	33	29	20	340
Chace Park (2,4,EE)	191	218	181	95	437
North Channel (13)	17	48	82	28	140
Lot 12	7	18	33	12	201

NOTE:
[1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
[3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

7/1/2005

MAXIMUM NUMBER OF SPACES OCCUPIED
FOR 4TH OF JULY WEEKEND 2005

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	102	123	86	204	**236**
(Public Component)	27	32	23	54	
Fishermans	60	168	124	246	**502**
(Public Component)	4	12	9	18	
Overflow	64	93	87	107	**252**
Lot 2	49	48	48	46	**239**
Lot 4	8	11	7	2	**140**
Lot 5	87	28	10	1	**220**
Lot 7	1	3	5	6	**120**
Lot 8	2	1	3	97	**183**
Lot 9	15	16	13	27	**186**
Lot 10	12	22	5	0	**212**
Lot 11	23	80	67	155	**262**
(Public Component)	8	29	24	56	
Lot 12	38	30	6	4	**201**
Lot 13	9	8	6	20	**140**

Mother's Beach Demand (8,9,10,11)	73	140	109	300	843
Public Component [1]	58	89	66	201	
Yvonne B. Burke Park (5,7) [3]	88	31	15	7	340
Chace Park (2,4,EE)	115	117	113	106	437
Fiji Way Demand (Fisherman's Village, Dock 52)	162	291	210	450	738
Public Component	31	44	32	72	
North Channel (13)	9	8	6	20	140
Lot 12	38	30	6	4	201

NOTE: [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

[3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

7/2/2005

MAXIMUM NUMBER OF SPACES OCCUPIED
FOR 4TH OF JULY WEEKEND 2005

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	174	153	134	132	**236**
(Public Component)	70	62	54	53	
Fishermans	109	223	196	212	**502**
(Public Component)	14	28	25	27	
Overflow	85	126	121	96	**252**
Lot 2	142	169	124	66	**239**
Lot 4	15	28	18	5	**140**
Lot 5	7	11	9	0	**220**
Lot 7	9	7	6	8	**120**
Lot 8	8	3	4	2	**183**
Lot 9	25	36	34	22	**186**
Lot 10	9	34	66	49	**212**
Lot 11	18	112	113	104	**262**
(Public Component)	2	12	13	12	
Lot 12	5	15	16	7	**201**
Lot 13	24	34	48	35	**140**

Mother's Beach Demand (8,9,10,11)	103	228	260	220	843
Public Component [1]	87	128	160	128	
Yvonne B. Burke Park (5,7) [3]	16	18	15	8	340
Chace Park (2,4,EE)	215	255	200	129	437
Fiji Way Demand (Fisherman's Village, Dock 52)	283	376	330	344	738
Public Component	84	90	79	80	
North Channel (13)	24	34	48	35	140
Lot 12	5	15	16	7	201

NOTE:
[1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
[3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

7/3/2005

MAXIMUM NUMBER OF SPACES OCCUPIED
FOR 4TH OF JULY WEEKEND 2005

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	171	186	217	94	**236**
(Public Component)	69	75	88	38	
Fishermans	83	304	331	264	**502**
(Public Component)	11	38	42	33	
Overflow	88	130	142	83	**252**
Lot 2	139	156	132	71	**239**
Lot 4	15	26	34	4	**140**
Lot 5	2	5	3	0	**220**
Lot 7	51	84	118	76	**120**
Lot 8	6	6	26	51	**183**
Lot 9	22	39	38	22	**186**
Lot 10	44	114	156	21	**212**
Lot 11	36	127	173	136	**262**
(Public Component)	4	14	19	15	
Lot 12	6	19	34	20	**201**
Lot 13	23	41	88	67	**140**

Mother's Beach Demand (8,9,10,11)	151	329	436	273	843
Public Component [1]	119	216	282	152	
Yvonne B. Burke Park (5,7) [3]	53	89	121	76	340
Chace Park (2,4,EE)	212	240	224	133	437
Fiji Way Demand (Fisherman's Village, Dock 52)	254	490	548	358	738
Public Component	80	113	130	71	
North Channel (13)	23	41	88	67	140
Lot 12	6	19	34	20	201

NOTE:
[1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
[3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

7/4/2005

MAXIMUM NUMBER OF SPACES OCCUPIED
FOR 4TH OF JULY WEEKEND 2005

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	146	151	164	239	**236**
Fishermans	67	198	254	439	**502**
Overflow	64	116	168	265	**252**
Lot 2	103	125	158	161	**239**
Lot 4	17	151	152	152	**140**
Lot 5	2	9	29	174	**220**
Lot 7	66	113	120	120	**120**
Lot 8	8	24	77	156	**183**
Lot 9	25	78	187	187	**186**
Lot 10	44	182	209	209	**212**
Lot 11	32	213	263	263	**262**
Lot 12	17	62	66	66	**201**
Lot 13	88	138	138	138	**140**

Mother's Beach Demand (8,9,10,11)	109	497	736	815	843
Yvonne B. Burke Park (5,7) [3]	68	122	149	294	340
Chace Park (2,4,EE)	178	334	368	371	437
North Channel (13)	88	138	138	138	140
Lot 12	17	62	66	66	201

NOTE:
[1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
[3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

9/2/2005

MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2005

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	127	131	115	66	**236**
(Public Component)	33	34	30	17	
Fishermans	116	140	195	301	**502**
(Public Component)	8	10	14	22	
Overflow	84	102	127	98	**252**
Lot 2	37	44	45	39	**239**
Lot 4	78	73	69	50	**140**
Lot 5	90	58	10	0	**220**
Lot 7	1	1	0	3	**120**
Lot 8	1	1	1	59	**183**
Lot 9	11	9	14	13	**186**
Lot 10	3	5	5	1	**212**
Lot 11	26	59	55	166	**262**
(Public Component)	9	21	20	60	
Lot 12	2	2	3	4	**201**
Lot 13	12	9	11	26	**140**

Mother's Beach Demand (8,9,10,11)	62	95	96	260	843
Public Component [1]	45	57	61	154	
Yvonne B. Burke Park (5,7) [3]	91	59	10	3	340
Chace Park (2,4,EE)	173	175	172	147	437
Fiji Way Demand (Fisherman's Village, Dock 52)	243	271	310	367	738
Public Component	41	44	44	39	
North Channel (13)	12	9	11	26	140
Lot 12	2	2	3	4	201

NOTE:
[1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
[3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

9/3/2005

MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2005

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	168	152	121	81	**236**
(Public Component)	68	61	49	33	
Fishermans	136	294	323	284	**502**
(Public Component)	17	37	41	36	
Overflow	79	114	118	84	**252**
Lot 2	118	122	79	63	**239**
Lot 4	62	76	64	58	**140**
Lot 5	23	24	6	4	**220**
Lot 7	3	2	14	16	**120**
Lot 8	2	1	2	15	**183**
Lot 9	27	38	33	44	**186**
Lot 10	14	54	109	7	**212**
Lot 11	24	106	111	170	**262**
(Public Component)	3	12	12	19	
Lot 12	2	10	21	7	**201**
Lot 13	19	21	41	32	**140**

Mother's Beach Demand (8,9,10,11)	110	242	298	279	843
Public Component [1]	89	148	199	128	
Yvonne B. Burke Park (5,7) [3]	26	26	20	20	340
Chace Park (2,4,EE)	238	256	201	179	437
Fiji Way Demand (Fisherman's Village, Dock 52)	304	446	444	365	738
Public Component	85	98	90	69	
North Channel (13)	19	21	41	32	140
Lot 12	2	10	21	7	201

NOTE:
[1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
[3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

9/4/2005

MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2005

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	217	236	199	103	**236**
(Public Component)	88	95	80	42	
Fishermans	192	406	374	277	**502**
(Public Component)	24	51	47	35	
Overflow	97	126	141	86	**252**
Lot 2	141	159	106	56	**239**
Lot 4	67	77	75	46	**140**
Lot 5	0	3	1	1	**220**
Lot 7	7	4	10	8	**120**
Lot 8	1	1	5	2	**183**
Lot 9	37	38	30	24	**186**
Lot 10	29	81	161	19	**212**
Lot 11	36	109	147	136	**262**
(Public Component)	4	12	16	15	
Lot 12	6	24	32	14	**201**
Lot 13	23	68	63	36	**140**

Mother's Beach Demand (8,9,10,11)	146	272	386	224	843
Public Component [1]	114	175	255	103	
Yvonne B. Burke Park (5,7) [3]	7	7	11	9	340
Chace Park (2,4,EE)	266	294	239	160	437
Fiji Way Demand (Fisherman's Village, Dock 52)	409	642	573	380	738
Public Component	112	146	127	77	
North Channel (13)	23	68	63	36	140
Lot 12	6	24	32	14	201

NOTE:
[1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
[3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

9/5/2005

MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2005

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	134	159	221	91	**236**
Fishermans	113	253	284	186	**502**
Overflow	64	92	110	73	**252**
Lot 2	109	116	71	26	**239**
Lot 4	58	71	63	53	**140**
Lot 5	1	1	0	0	**220**
Lot 7	6	9	7	4	**120**
Lot 8	1	2	10	46	**183**
Lot 9	37	48	38	16	**186**
Lot 10	24	66	78	6	**212**
Lot 11	31	139	146	100	**262**
Lot 12	6	17	30	15	**201**
Lot 13	17	46	60	20	**140**

Mother's Beach Demand (8,9,10,11)	93	255	272	168	843
Yvonne B. Burke Park (5,7) [3]	7	10	7	4	340
Chace Park (2,4,EE)	225	245	192	137	437
North Channel (13)	17	46	60	20	140
Lot 12	6	17	30	15	201

NOTE:
[1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
[3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

5/25/2007

MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE MEMORIAL DAY WEEKEND 2007

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	84	67	77	106	**236**
(Public Component)	22	18	20	28	
Fishermans	87	180	178	385	**502**
(Public Component)	6	13	13	28	
Overflow	49	54	65	85	**252**
Lot 2	53	41	34	20	**239**
Lot 4	54	82	75	14	**140**
Lot 5	23	20	14	4	**220**
Lot 7	15	14	5	4	**120**
Lot 8	0	0	0	53	**183**
Lot 9	20	17	18	20	**186**
Lot 10	1	5	7	9	**212**
Lot 11	51	64	40	88	**262**
(Public Component)	19	23	15	32	
Lot 12	6	3	4	4	**201**
Lot 13	13	10	8	16	**140**

Mother's Beach Demand (8,9,10,11)	93	107	86	191	843
Public Component [1]	61	66	61	135	
Yvonne B. Burke Park (5,7) [3]	38	34	19	8	340
Chace Park (2,4,EE)	165	181	167	92	437
Fiji Way Demand (Fisherman's Village, Dock 52)	171	247	255	491	738
Public Component	28	31	33	56	
North Channel (13)	13	10	8	16	140
Lot 12	6	3	4	4	201

NOTE:
[1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
[3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

5/26/2007

MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE MEMORIAL DAY WEEKEND 2007

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	177	162	155	110	**236**
(Public Component)	71	65	63	44	
Fishermans	122	346	397	402	**502**
(Public Component)	15	44	50	51	
Overflow	46	86	75	55	**252**
Lot 2	101	122	69	43	**239**
Lot 4	26	38	23	4	**140**
Lot 5	4	8	7	7	**220**
Lot 7	12	15	13	8	**120**
Lot 8	0	0	1	39	**183**
Lot 9	32	34	28	33	**186**
Lot 10	16	44	55	28	**212**
Lot 11	13	78	89	175	**262**
(Public Component)	1	9	10	19	
Lot 12	7	20	14	23	**201**
Lot 13	28	26	34	52	**140**

Mother's Beach Demand (8,9,10,11)	104	199	216	318	843
Public Component [1]	92	130	137	162	
Yvonne B. Burke Park (5,7) [3]	16	23	20	15	340
Chace Park (2,4,EE)	185	218	150	105	437
Fiji Way Demand (Fisherman's Village, Dock 52)	299	508	552	512	738
Public Component	86	109	113	95	
North Channel (13)	28	26	34	52	140
Lot 12	7	20	14	23	201

NOTE:
[1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
[3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

5/27/2007

MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE MEMORIAL DAY WEEKEND 2007

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	180	201	212	89	**236**
(Public Component)	73	81	86	36	
Fishermans	197	399	410	371	**502**
(Public Component)	25	51	52	47	
Overflow	57	89	92	59	**252**
Lot 2	104	177	189	51	**239**
Lot 4	17	29	32	16	**140**
Lot 5	4	4	3	0	**220**
Lot 7	30	34	93	107	**120**
Lot 8	1	36	39	45	**183**
Lot 9	28	31	36	30	**186**
Lot 10	23	60	76	20	**212**
Lot 11	17	63	131	112	**262**
(Public Component)	2	7	15	12	
Lot 12	15	19	27	20	**201**
Lot 13	34	37	69	55	**140**

Mother's Beach Demand (8,9,10,11)	112	233	325	250	843
Public Component [1]	97	177	209	150	
Yvonne B. Burke Park (5,7) [3]	34	38	96	107	340
Chace Park (2,4,EE)	179	264	279	125	437
Fiji Way Demand (Fisherman's Village, Dock 52)	377	600	622	460	738
Public Component	98	132	138	83	
North Channel (13)	34	37	69	55	140
Lot 12	15	19	27	20	201

NOTE:
[1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
[3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

5/28/2007

MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE MEMORIAL DAY WEEKEND 2007

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	167	173	179	62	**236**
Fishermans	152	270	340	103	**502**
Overflow	37	51	67	28	**252**
Lot 2	84	107	92	15	**239**
Lot 4	43	69	71	9	**140**
Lot 5	2	4	9	0	**220**
Lot 7	9	7	5	3	**120**
Lot 8	3	1	2	2	**183**
Lot 9	44	31	27	15	**186**
Lot 10	28	47	41	5	**212**
Lot 11	15	74	111	82	**262**
Lot 12	9	24	31	11	**201**
Lot 13	33	27	26	39	**140**

Mother's Beach Demand (8,9,10,11)	90	153	181	104	843
Yvonne B. Burke Park (5,7) [3]	11	11	14	3	340
Chace Park (2,4,EE)	185	234	221	82	437
North Channel (13)	33	27	26	39	140
Lot 12	9	24	31	11	201

NOTE:
[1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
[3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

7/4/2007

MAXIMUM NUMBER OF SPACES OCCUPIED
FOR 4TH OF JULY 2007

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	101	182	237	238	**236**
Fishermans	193	225	431	439	**502**
Overflow	52	69	79	250	**252**
Lot 2	103	126	171	181	**239**
Lot 4	98	133	136	150	**140**
Lot 5	10	13	169	200	**220**
Lot 7	13	23	98	120	**120**
Lot 8	4	8	72	89	**183**
Lot 9	26	186	186	185	**186**
Lot 10	71	209	209	209	**212**
Lot 11	24	261	263	263	**262**
Lot 12	64	68	68	52	**201**
Lot 13	134	134	134	134	**140**

Mother's Beach Demand (8,9,10,11)	125	664	730	746	843
Yvonne B. Burke Park (5,7) [3]	23	36	267	320	340
Chace Park (2,4,EE)	259	317	365	389	437
North Channel (13)	134	134	134	134	140
Lot 12	64	68	68	52	201

NOTE:
[1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
[3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

8/31/2007

MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2007

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	86	69	80	100	**236**
(Public Component)	23	18	21	26	
Fishermans	105	190	185	365	**502**
(Public Component)	8	14	13	26	
Overflow	53	54	68	81	**252**
Lot 2	62	45	38	24	**239**
Lot 4	62	86	71	10	**140**
Lot 5	30	25	17	7	**220**
Lot 7	21	13	8	6	**120**
Lot 8	2	3	4	5	**183**
Lot 9	35	21	21	25	**186**
Lot 10	4	7	10	11	**212**
Lot 11	60	68	35	82	**262**
(Public Component)	22	25	13	30	
Lot 12	9	5	6	8	**201**
Lot 13	15	13	10	19	**140**

Mother's Beach Demand (8,9,10,11)	122	120	91	144	843
Public Component [1]	84	77	69	92	
Yvonne B. Burke Park (5,7) [3]	51	38	25	13	340
Chace Park (2,4,EE)	182	189	167	92	437
Fiji Way Demand (Fisherman's Village, Dock 52)	191	259	265	465	738
Public Component	31	32	34	52	
North Channel (13)	15	13	10	19	140
Lot 12	9	5	6	8	201

NOTE: [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

[3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

9/1/2007

MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2007

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	181	169	159	115	**236**
(Public Component)	73	68	64	46	
Fishermans	129	362	412	385	**502**
(Public Component)	16	46	52	49	
Overflow	52	90	79	62	**252**
Lot 2	103	125	71	51	**239**
Lot 4	31	43	28	9	**140**
Lot 5	8	12	11	11	**220**
Lot 7	16	18	18	12	**120**
Lot 8	2	2	3	43	**183**
Lot 9	37	39	38	41	**186**
Lot 10	21	39	41	36	**212**
Lot 11	18	85	96	185	**262**
(Public Component)	2	9	11	21	
Lot 12	10	24	18	29	**201**
Lot 13	35	39	45	59	**140**

Mother's Beach Demand (8,9,10,11)	121	208	221	348	843
Public Component [1]	105	132	136	184	
Yvonne B. Burke Park (5,7) [3]	24	30	29	23	340
Chace Park (2,4,EE)	192	226	157	118	437
Fiji Way Demand (Fisherman's Village, Dock 52)	310	531	571	500	738
Public Component	89	114	116	95	
North Channel (13)	35	39	45	59	140
Lot 12	10	24	18	29	201

NOTE:
[1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
[3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

9/2/2007

MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2007

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	202	212	239	189	**236**
(Public Component)	82	86	97	76	
Fishermans	221	412	439	376	**502**
(Public Component)	28	52	56	48	
Overflow	65	92	116	61	**252**
Lot 2	112	189	195	65	**239**
Lot 4	21	36	45	28	**140**
Lot 5	7	7	6	2	**220**
Lot 7	35	41	102	101	**120**
Lot 8	3	41	48	52	**183**
Lot 9	36	45	65	29	**186**
Lot 10	35	86	102	71	**212**
Lot 11	19	69	135	101	**262**
(Public Component)	2	8	15	11	
Lot 12	19	28	35	20	**201**
Lot 13	23	41	88	67	**140**

Mother's Beach Demand (8,9,10,11)	136	284	393	296	843
Public Component [1]	119	223	273	206	
Yvonne B. Burke Park (5,7) [3]	42	48	108	103	340
Chace Park (2,4,EE)	191	283	298	151	437
Fiji Way Demand (Fisherman's Village, Dock 52)	423	624	678	565	738
Public Component	110	138	153	124	
North Channel (13)	23	41	88	67	140
Lot 12	19	28	35	20	201

NOTE:
[1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
[3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

9/3/2007

MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2007

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	120	200	216	89	**236**
Fishermans	158	200	238	165	**502**
Overflow	34	49	69	49	**252**
Lot 2	120	135	113	67	**239**
Lot 4	67	50	43	10	**140**
Lot 5	5	3	3	1	**220**
Lot 7	5	9	15	1	**120**
Lot 8	2	1	1	0	**183**
Lot 9	37	45	41	13	**186**
Lot 10	53	205	142	22	**212**
Lot 11	37	90	112	104	**262**
Lot 12	7	30	35	13	**201**
Lot 13	56	88	113	44	**140**

Mother's Beach Demand (8,9,10,11)	129	341	296	139	843
Yvonne B. Burke Park (5,7) [3]	10	12	18	2	340
Chace Park (2,4,EE)	245	243	214	135	437
North Channel (13)	56	88	113	44	140
Lot 12	7	30	35	13	201

NOTE:
[1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
[3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

10/25/2007

MAXIMUM NUMBER OF SPACES OCCUPIED
TYPICAL WEEKDAY

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	87	96	110	51	**236**
(Public Component)	23	25	29	13	
Fishermans	26	90	72	155	**502**
(Public Component)	2	6	5	11	
Overflow	78	90	81	63	**252**
Lot 2	16	17	17	24	**239**
Lot 4	18	31	19	6	**140**
Chace Park (EE)	9	32	24	15	**58**
Lot 5	15	19	19	7	**220**
Lot 7	5	7	11	10	**120**
Lot 8	3	4	1	1	**183**
Lot 9	9	10	15	9	**186**
Lot 10	24	65	22	16	**212**
Lot 11	14	33	20	82	**262**
(Public Component)	5	12	7	30	
Lot 12	17	16	6	4	**201**
Lot 13	10	7	4	15	**140**

Mother's Beach Demand (8,9,10,11)	71	133	79	129	843
Public Component [1]	62	112	66	77	
Yvonne B. Burke Park (5,7) [3]	20	26	30	17	340
Chace Park (2,4,EE)	43	80	60	45	437
Fiji Way Demand (Fisherman's Village, Dock 52)	113	186	182	206	738
Public Component	25	31	34	24	
North Channel (13)	10	7	4	15	140
Lot 12	17	16	6	4	201

NOTE:
[1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
[3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

11/3/2007

MAXIMUM NUMBER OF SPACES OCCUPIED
TYPICAL WEEKEND DAY

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	108	119	91	114	**236**
(Public Component)	44	48	37	46	
Fishermans	146	272	283	255	**502**
(Public Component)	18	34	36	32	
Overflow	73	90	94	73	**252**
Lot 2	52	70	62	40	**239**
Lot 4	25	27	24	14	**140**
Chace Park (EE)	23	29	51	32	**58**
Lot 5	14	12	7	3	**220**
Lot 7	11	37	91	-	**120**
Lot 8	17	18	2	11	**183**
Lot 9	15	11	12	10	**186**
Lot 10	13	24	20	11	**212**
Lot 11	44	70	78	105	**262**
(Public Component)	5	8	9	12	
Lot 12	6	7	5	6	**201**
Lot 13	30	27	12	32	**140**

Mother's Beach Demand (8,9,10,11)	132	166	155	180	843
Public Component [1]	93	104	86	87	
Yvonne B. Burke Park (5,7) [3]	25	49	98	3	340
Chace Park (2,4,EE)	100	126	137	86	437
Fiji Way Demand (Fisherman's Village, Dock 52)	254	391	374	369	738
Public Component	62	82	73	78	
North Channel (13)	30	27	12	32	140
Lot 12	6	7	5	6	201

NOTE:
[1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
[3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

12/8/2007

MAXIMUM NUMBER OF SPACES OCCUPIED FOR THE HOLIDAY BOAT PARADE

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces [2]
Dock 52	44	60	89	207	**236**
Fishermans	210	304	380	422	**502**
Overflow	46	64	69	233	**252**
Lot 2	6	10	28	93	**239**
Lot 4	16	24	27	29	**140**
Lot 5	10	12	15	51	**220**
Lot 7	90	120	120	117	**120**
Lot 8	14	23	27	45	**183**
Lot 9	16	20	21	22	**186**
Lot 10	46	54	34	44	**212**
Lot 11	38	53	59	173	**262**
Lot 12	8	12	12	47	**201**
Lot 13	32	44	73	137	**140**

Mother's Beach Demand (8,9,10,11)	114	150	141	284	843
Yvonne B. Burke Park (5,7) [3]	100	132	135	168	340
Chace Park (2,4,EE)	80	92	113	180	437
Fiji Way Demand (Fisherman's Village, Dock 52)	254	364	469	629	738
North Channel (13)	32	44	73	137	140
Lot 12	8	12	12	47	201

NOTE:
[1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
[3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

9/4/2009

MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2009

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces
Dock 52	111	120	80	131	**249**
(Public Component)	29	32	21	34	
Fishermans	85	181	177	275	**498**
(Public Component)	6	13	13	20	
Overflow	43	65	75	69	**238**
Lot 2	20	32	39	31	**234**
Lot 4	2	5	4	2	**152**
Lot 5	10	11	11	2	**216**
Lot 7	8	11	12	13	**117**
Lot 8	1	0	0	57	**170**
Lot 9	10	13	12	17	**225**
	31	34	33	38	
Lot 10	62	70	59	48	**217**
Lot 11	1	43	47	129	**262**
(Public Component)	0	16	17	47	
Lot 13	22	16	16	35	**137**

Mother's Beach Public Demand (8,9,10,11)	94	120	109	190	874
Yvonne B. Burke Park (5,7)	18	22	23	15	333
Chace Park (2,4)	22	37	43	33	386
Fiji Way Public Demand (Fisherman's Village, Dock 52)	35	45	34	54	747
North Channel (13)	22	16	16	35	137

NOTE:
[1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
[3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

9/5/2009

MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2009

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces
Dock 52	169	171	168	118	**249**
(Public Component)	68	69	68	48	
Fishermans	205	435	399	435	**498**
(Public Component)	26	55	51	55	
Overflow	58	80	90	31	**238**
Lot 2	75	101	90	52	**234**
Lot 4	8	18	13	6	**152**
Lot 5	7	8	7	1	**216**
Lot 7	17	21	36	36	**117**
Lot 8	0	17	14	22	**170**
Lot 9	42	56	43	11	**225**
	85	99	86	54	
Lot 10	60	88	124	62	**217**
Lot 11	14	89	101	121	**262**
(Public Component)	2	10	11	13	
Lot 13	31	53	89	47	**137**

Mother's Beach Public Demand (8,9,10,11)	147	214	235	151	874
Yvonne B. Burke Park (5,7) [3]	24	29	43	37	333
Chace Park (2,4)	83	119	103	58	386
Fiji Way Public Demand (Fisherman's Village, Dock 52)	94	124	119	103	747
North Channel (13)	31	53	89	47	137

NOTE: [1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots

[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009

[3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

9/6/2009

MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2009

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces
Dock 52	198	226	173	104	**249**
(Public Component)	80	91	70	42	
Fishermans	194	492	498	204	**498**
(Public Component)	25	62	63	26	
Overflow	63	85	92	60	**238**
Lot 2	78	104	96	55	**234**
Lot 4	9	24	37	9	**152**
Lot 5	1	5	9	2	**216**
Lot 7	31	30	29	26	**117**
Lot 8	0	27	32	38	**170**
Lot 9	36	44	45	14	**225**
	79	87	88	57	
Lot 10	104	149	214	110	**217**
Lot 11	24	97	128	133	**262**
(Public Component)	3	11	14	15	
Lot 13	53	65	126	82	**137**

Mother's Beach Public Demand (8,9,10,11)	186	274	348	220	874
Yvonne B. Burke Park (5,7) [3]	32	35	38	28	333
Chace Park (2,4)	87	128	133	64	386
Fiji Way Public Demand (Fisherman's Village, Dock 52)	105	153	133	68	747
North Channel (13)	53	65	126	82	137

NOTE:
[1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
[3] Formerly known as Admiralty Park

APPENDIX A2
PARKING DEMAND UTILIZATION SURVEY SHEETS

9/7/2009

MAXIMUM NUMBER OF SPACES OCCUPIED
OVER THE LABOR DAY WEEKEND 2009

Parking Lot	10 A.M.	1 P.M.	4 P.M.	8 P.M.	Total Available Spaces
Dock 52	164	160	229	154	**249**
(Public Component)	43	42	60	41	
Fishermans	162	365	297	139	**498**
(Public Component)	12	26	21	10	
Overflow	35	55	58	39	**238**
Lot 2	84	85	83	43	**234**
Lot 4	10	13	30	6	**152**
Lot 5	2	3	4	1	**216**
Lot 7	35	23	11	5	**117**
Lot 8	0	0	0	0	**170**
Lot 9	21	43	46	13	**225**
	42	64	67	34	
Lot 10	69	167	20	46	**217**
Lot 11	18	75	122	68	**262**
(Public Component)	7	27	44	25	
Lot 13	42	74	135	78	**137**

Mother's Beach Public Demand (8,9,10,11)	129	306	209	148	874
Yvonne B. Burke Park (5,7) [3]	37	26	15	6	333
Chace Park (2,4)	94	98	113	49	386
Fiji Way Public Demand (Fisherman's Village, Dock 52)	55	68	81	51	747
North Channel (13)	42	74	135	78	137

NOTE:
[1] Mother's Beach Activity area public parking demand also includes parking demand associated with Kayakers & other recreational users parking in Organic Panificio and Casa Escobar Parking Lots
[2] Total available supply based on Field inventory survey conducted by Raju Associates, Inc., February 2009
[3] Formerly known as Admiralty Park

APPENDIX A3
LOT W / FISHERMAN VILLAGE PARKING LOT
PARKING UTILIZATION - PUBLIC USERS
THURSDAY, SEPTEMBER 18, 2008

Time	Number of Cars Inbound	Number of Cars Outbound	Number of Cars in Parking Lot	Number of Cars Parked	Percent Occupied
7:00 AM	1	0	1	38	7%
7:15 AM	0	0	1		
7:30 AM	1	0	2	30	6%
7:45 AM	0	0	2		
8:00 AM	0	0	2	29	6%
8:15 AM	0	0	2		
8:30 AM	1	0	3	21	4%
8:45 AM	1	0	4		
9:00 AM	0	0	4	47	9%
9:15 AM	0	1	3		
9:30 AM	0	0	3	47	9%
9:45 AM	0	1	2		
10:00 AM	0	0	2	45	9%
10:15 AM	2	0	4		
10:30 AM	0	0	4	49	10%
10:45 AM	2	0	6		
11:00 AM	0	1	5	63	12%
11:15 AM	1	0	6		
11:30 AM	0	0	6	68	13%
11:45 AM	1	0	7		
12:00 PM	0	2	5	98	19%
12:15 PM	1	0	6		
12:30 PM	1	0	7	100	20%
12:45 PM	0	0	7		
1:00 PM	0	1	6	113	22%
1:15 PM	0	1	5		
1:30 PM	1	1	5	109	21%
1:45 PM	2	0	7		
2:00 PM	1	1	7	115	23%
2:15 PM	1	1	7		
2:30 PM	0	0	7	99	20%
2:45 PM	0	0	7		
3:00 PM	0	3	4	105	21%
3:15 PM	0	0	4		
3:30 PM	1	0	5	88	17%
3:45 PM	1	1	5	81	16%
Total	19	14			

APPENDIX A3
LOT W / FISHERMAN VILLAGE PARKING LOT
PARKING UTILIZATION - PUBLIC USERS
SATURDAY, SEPTEMBER 20, 2008

Time	Number of Cars		Parking Accumulation	Number of Cars Parked	Percent Occupied
	Inbound	Outbound			
7:00 AM	0	0	0	121	24%
7:15 AM	3	1	2		
7:30 AM	0	1	1		
7:45 AM	1	2	0		
8:00 AM	0	0	0	138	27%
8:15 AM	0	0	0		
8:30 AM	2	0	2		
8:45 AM	0	1	1		
9:00 AM	0	0	1	142	28%
9:15 AM	0	1	0		
9:30 AM	0	0	0		
9:45 AM	2	2	0		
10:00 AM	3	0	3	165	33%
10:15 AM	10	1	12		
10:30 AM	3	0	15	210	41%
10:45 AM	2	2	15		
11:00 AM	3	2	16	238	47%
11:15 AM	6	0	22		
11:30 AM	5	6	21	269	53%
11:45 AM	10	1	30		
12:00 PM	6	7	29	286	56%
12:15 PM	3	5	27		
12:30 PM	5	2	30	310	61%
12:45 PM	3	4	29		
1:00 PM	10	3	36	335	66%
1:15 PM	6	3	39		
1:30 PM	8	3	44	369	73%
1:45 PM	8	3	49		
2:00 PM	2	3	48	404	80%
2:15 PM	2	3	47		
2:30 PM	5	8	44	368	73%
2:45 PM	4	7	41		
3:00 PM	7	5	43	377	74%
3:15 PM	4	4	43		
3:30 PM	2	8	37	335	66%
3:45 PM	3	8	32	310	61%
Total	128	96			

APPENDIX A3
Parking Survey for Casa Escobar (Parcel 27)
Thursday, September 25, 2008

Time	Arriving			Departing			Parking
	Kayak	Jogger	Walking	Kayak	Jogger	Walking	Demand
5:30 AM	3	0	0	0	0	0	14
5:45 AM	0	1	0	0	0	0	**15**
6:00 AM	0	0	0	0	1	0	14
6:15 AM	0	0	0	0	10	0	4
6:30 AM	0	0	0	0	0	0	4
6:45 AM	0	0	0	0	0	0	4
7:00 AM	0	0	0	0	0	0	4
7:15 AM	0	0	0	3	0	0	1
7:30 AM	0	0	0	0	1	0	0
7:45 AM	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0

Parking Survey for The Organic Panificio (Parcel 33)
Thursday, September 25, 2008

Time	Arriving			Departing			Parking
	Kayak	Jogger	Walking	Kayak	Jogger	Walking	Demand
5:30 AM	0	1	0	0	0	0	6
5:45 AM	0	0	0	0	0	0	**6**
6:00 AM	0	0	0	0	0	0	6
6:15 AM	0	0	0	0	2	0	4
6:30 AM	0	0	0	0	0	0	4
6:45 AM	1	0	0	0	0	0	5
7:00 AM	0	0	0	0	0	0	5
7:15 AM	0	0	0	0	1	0	4
7:30 AM	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	4
8:15 AM	0	0	0	0	1	0	3
8:30 AM	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	3

Parking Survey for L.A. County Parking Lot NR
Thursday, September 25, 2008

Time	Arriving			Departing			Parking
	Kayak	Jogger	Walking	Kayak	Jogger	Walking	Demand
5:30 AM	0	0	0	0	0	0	4
5:45 AM	0	0	0	0	0	0	**4**
6:00 AM	0	0	0	0	0	0	4
6:15 AM	0	0	0	0	0	0	4
6:30 AM	0	1	0	0	0	0	5
6:45 AM	0	0	0	0	0	0	5
7:00 AM	0	0	0	0	0	0	5
7:15 AM	0	1	0	0	0	0	6
7:30 AM	0	0	0	0	1	0	4
7:45 AM	0	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	4
8:15 AM	1	0	0	0	0	0	5
8:30 AM	0	0	0	0	1	0	4
8:45 AM	0	0	0	0	0	0	4

Max Public Parking Demand = 15+6+4 = 25

APPENDIX A3
Parking Survey for The Organic Panificio (Parcel 33)
Thursday, September 25, 2008

Time	Arriving			Departing			Parking Demand	Public Parking Demand
	Kayak	Jogger	Walking	Kayak	Jogger	Walking		
5:00 PM	5	0	0	0	0	0	20	5
5:15 PM	0	0	0	0	0	0	20	5
5:30 PM	5	0	0	0	0	0	25	10
5:45 PM	1	0	0	0	1	0	25	10
6:00 PM	0	0	0	0	0	0	25	10
6:15 PM	7	0	0	1	0	0	31	16
6:30 PM	1	0	0	0	0	0	32	**17**
6:45 PM	1	0	0	1	0	0	32	17

Max Public Parking Demand = 17

APPENDIX A3
Parking Survey for The Organic Panificio (Parcel 33)
Saturday, September 27, 2008

Time	Arriving			Departing			Parking
	Kayak	Jogger	Walking	Kayak	Jogger	Walking	Demand
5:30 AM	0	1	0	0	0	0	8
5:45 AM	0	0	0	0	0	0	8
6:00 AM	0	0	0	0	0	0	8
6:15 AM	0	0	0	0	0	0	8
6:30 AM	0	0	0	0	0	0	8
6:45 AM	0	0	0	0	0	0	8
7:00 AM	1	0	0	2	1	0	6
7:15 AM	4	0	0	0	0	0	10
7:30 AM	7	0	0	1	0	0	16
7:45 AM	20	0	0	0	0	0	36
8:00 AM	3	1	0	0	0	0	40
8:15 AM	1	1	0	0	0	0	42
8:30 AM	0	0	0	0	0	0	42
8:45 AM	1	0	0	0	0	0	**43**

Parking Survey for L.A. County Parking Lot NR
Saturday, September 27, 2008

Time	Arriving			Departing			Parking
	Kayak	Jogger	Walking	Kayak	Jogger	Walking	Demand
5:30 AM	0	0	0	0	0	0	11
5:45 AM	0	0	0	0	0	0	11
6:00 AM	0	0	0	0	0	0	11
6:15 AM	0	0	1	0	0	0	12
6:30 AM	0	0	0	0	0	1	11
6:45 AM	0	0	0	0	0	0	11
7:00 AM	2	0	0	0	1	0	12
7:15 AM	0	0	0	0	0	0	12
7:30 AM	2	0	0	0	0	0	14
7:45 AM	2	0	0	0	0	0	16
8:00 AM	1	0	0	0	0	0	17
8:15 AM	0	0	1	0	0	0	18
8:30 AM	0	0	0	0	0	0	18
8:45 AM	0	0	0	0	0	0	**18**

Total Public Parking Demand = 43+18 = 61

APPENDIX A3
Parking Survey for The Organic Panificio (Parcel 33)
Saturday, September 27, 2008

Time	Arriving			Departing			Parking
	Kayak	Jogger	Walking	Kayak	Jogger	Walking	Demand
5:00 PM	0	0	0	0	0	0	24
5:15 PM	0	0	0	0	0	0	**24**
5:30 PM	0	0	0	0	0	0	24
5:45 PM	0	0	0	0	0	0	24
6:00 PM	0	0	0	10	0	0	14
6:15 PM	0	0	0	0	0	0	14
6:30 PM	0	0	0	0	0	0	14
6:45 PM	0	0	0	0	0	0	14

Parking Survey for L.A. County Parking Lot NR
Saturday, September 27, 2008

Time	Arriving			Departing			Parking
	Kayak	Jogger	Walking	Kayak	Jogger	Walking	Demand
5:00 PM	0	0	0	0	0	0	25
5:15 PM	0	0	0	0	0	0	**25**
5:30 PM	0	0	0	0	0	0	25
5:45 PM	0	0	0	0	0	0	25
6:00 PM	0	0	0	0	0	0	25
6:15 PM	0	0	0	4	0	0	21
6:30 PM	0	0	0	0	0	0	21
6:45 PM	0	0	0	0	0	0	21

Total Public Parking Demand = 24+25 = 49

APPENDIX A3
Cheesecake Factory Parking Lot (Parcel 22)
Thursday, October 09, 2008

Time	Dry Cleaner		Employees		Delivery/Contractors		Customers		Cheesecake Factory Lot Parking Demand	Lot GR Cheesecake Factory Parking Demand	Total
	In	Out	In	Out	In	Out	In	Out			
9:00 AM	3	3	0	0	0	2	0	0	12	0	12
9:15 AM	3	3	0	0	2	0	0	0	14	0	14
9:30 AM	1	1	1	0	3	1	0	0	17	0	17
9:45 AM	0	0	0	0	1	1	0	0	17	0	17
10:00 AM	0	0	1	0	1	1	0	0	18	0	18
10:15 AM	2	3	2	0	1	2	0	0	18	0	18
10:30 AM	0	0	0	0	2	1	0	0	19	1	20
10:45 AM	2	2	0	0	2	0	0	0	21	1	22
11:00 AM	5	3	0	0	0	2	0	0	21	4	25
11:15 AM	1	2	0	0	0	0	10	0	30	7	37
11:30 AM	2	1	0	0	0	0	6	1	36	11	47
11:45 AM	1	1	0	0	0	0	6	1	41	18	59
12:00 PM	1	0	0	0	0	0	8	3	47	19	66
12:15 PM	1	2	0	0	0	0	7	3	50	19	69
12:30 PM	1	1	0	0	0	0	8	5	53	19	72
12:45 PM	2	1	0	0	0	0	8	6	56	20	76
1:00 PM	0	0	0	0	0	0	9	9	56	23	79
1:15 PM	0	1	0	0	0	0	5	7	53	31	84
1:30 PM	2	2	0	0	0	0	5	5	53	28	81
1:45 PM	1	1	0	0	0	0	7	11	49	30	79
2:00 PM	2	2	0	0	0	0	9	9	49	31	80
2:15 PM	3	3	0	0	0	0	7	3	53	29	82
2:30 PM	0	0	0	0	0	0	6	12	47	28	75
2:45 PM	1	1	0	0	0	0	4	8	43	21	64
3:00 PM	0	0	0	0	0	0	5	8	40	21	61
3:15 PM	0	0	0	0	0	0	11	7	44	19	63
3:30 PM	1	1	1	0	0	0	6	10	41	17	58
3:45 PM	1	1	0	0	0	0	6	5	42	14	56
4:00 PM	1	1	0	0	0	0	5	0	47	11	58
4:15 PM	2	2	0	0	0	0	4	6	45	14	59
4:30 PM	1	1	0	0	0	0	5	5	45	16	61
4:45 PM	4	4	0	1	0	0	9	7	46	21	67
5:00 PM	1	0	0	1	0	0	2	9	39	22	61
5:15 PM	1	1	0	0	0	0	3	2	40	23	63
5:30 PM	1	0	0	0	0	0	7	3	45	25	70
5:45 PM	1	2	0	0	0	0	8	3	49	30	79
6:00 PM	0	0	0	0	0	0	9	5	53	30	83
6:15 PM	0	0	0	1	0	0	19	10	60	32	92
6:30 PM	1	0	0	0	0	0	6	8	59	33	92
6:45 PM	1	2	0	0	0	0	5	4	59	43	102
Total	50	48	5	3	12	10	215	175			

APPENDIX A3
Los Angeles County Lot GR
Thursday, October 09, 2008

Time	Recreational		Employees		Customers		Cheesecake Factory Parking Demand	Lot GR Public Parking Demand	Total
	In	Out	In	Out	In	Out			
9:00 AM	0	0	0	0	0	0	0	11	11
9:15 AM	0	0	0	0	0	0	0	11	11
9:30 AM	1	0	0	0	0	0	0	12	12
9:45 AM	0	0	0	0	0	0	0	12	12
10:00 AM	3	1	0	0	0	0	0	14	14
10:15 AM	0	0	0	0	0	0	0	14	14
10:30 AM	1	1	1	0	0	0	1	14	15
10:45 AM	0	0	0	0	0	0	1	14	15
11:00 AM	1	2	3	0	0	0	4	13	17
11:15 AM	1	1	3	0	0	0	7	13	20
11:30 AM	0	0	1	0	3	0	11	13	24
11:45 AM	0	0	7	0	0	0	18	13	31
12:00 PM	1	1	0	0	1	0	19	13	32
12:15 PM	1	1	0	0	0	0	19	13	32
12:30 PM	0	0	0	0	0	0	19	13	32
12:45 PM	0	0	0	0	1	0	20	13	33
1:00 PM	2	0	0	0	3	0	23	15	38
1:15 PM	0	0	0	0	8	0	31	15	46
1:30 PM	1	0	0	1	0	2	28	16	44
1:45 PM	0	2	1	0	1	0	30	14	44
2:00 PM	0	1	0	0	1	0	31	13	44
2:15 PM	0	1	0	1	1	2	29	12	41
2:30 PM	0	0	1	1	2	3	28	12	40
2:45 PM	1	1	0	0	0	7	21	12	33
3:00 PM	0	1	0	0	0	0	21	11	32
3:15 PM	0	0	0	1	0	1	19	11	30
3:30 PM	0	0	0	3	1	0	17	11	28
3:45 PM	0	0	0	2	0	1	14	11	25
4:00 PM	0	1	0	3	0	0	11	10	21
4:15 PM	0	1	3	0	0	0	14	9	23
4:30 PM	0	0	5	3	0	0	16	9	25
4:45 PM	0	0	6	1	0	0	21	9	30
5:00 PM	0	0	1	0	0	0	22	9	31
5:15 PM	0	0	3	1	0	1	23	9	32
5:30 PM	0	0	10	7	0	1	25	9	34
5:45 PM	0	0	4	2	3	0	30	9	39
6:00 PM	0	0	0	0	0	0	30	9	39
6:15 PM	0	0	2	0	1	1	32	9	41
6:30 PM	0	0	0	1	2	0	33	9	42
6:45 PM	0	0	2	0	8	0	43	9	52
Total	13	15	53	27	36	19			

APPENDIX A3
Cheesecake Factory Parking Lot (Parcel 22)
Saturday, October 11, 2008

Time	Dry Cleaner		Employees		Delivery/Contractors		Customers		Cheesecake Factory Lot Parking Demand	Lot GR Cheesecake Factory Parking Demand	Total
	In	Out	In	Out	In	Out	In	Out			
7:00 AM	0	0	1	0	0	0	0	0	7	0	7
7:15 AM	0	0	4	0	1	0	0	0	12	0	12
7:30 AM	0	0	0	0	0	0	0	0	12	0	12
7:45 AM	0	0	3	2	0	1	0	0	12	0	12
8:00 AM	2	1	1	0	0	0	0	0	14	0	14
8:15 AM	0	0	2	0	0	0	0	0	16	1	17
8:30 AM	1	1	2	1	1	0	0	0	18	3	21
8:45 AM	3	1	1	2	0	0	0	0	19	6	25
9:00 AM	2	4	0	0	0	0	0	0	17	6	23
9:15 AM	5	4	0	0	0	0	0	0	18	6	24
9:30 AM	2	2	0	0	0	0	0	0	18	6	24
9:45 AM	2	1	0	0	2	3	0	0	18	6	24
10:00 AM	3	3	1	0	0	0	0	0	19	6	25
10:15 AM	4	4	1	0	0	0	0	0	20	8	28
10:30 AM	1	0	1	0	2	1	0	0	23	9	32
10:45 AM	2	2	1	1	0	0	1	0	24	10	34
11:00 AM	0	1	0	0	0	1	6	0	28	13	41
11:15 AM	4	0	0	0	0	0	13	0	45	16	61
11:30 AM	1	4	0	0	0	0	14	0	56	21	77
11:45 AM	1	1	0	0	0	0	10	1	65	23	88
12:00 PM	3	4	0	0	0	0	4	2	66	33	99
12:15 PM	3	3	0	0	0	0	1	2	65	37	102
12:30 PM	4	4	0	0	0	0	2	1	66	41	107
12:45 PM	2	2	0	0	0	0	6	9	63	44	107
1:00 PM	3	3	0	0	0	0	10	12	61	47	108
1:15 PM	3	3	0	0	0	0	10	7	64	52	116
1:30 PM	3	3	0	0	0	0	10	14	60	54	114
1:45 PM	4	3	0	0	0	0	10	5	66	57	123
2:00 PM	1	1	0	0	0	0	6	6	66	66	132
2:15 PM	1	1	0	0	0	0	7	10	63	62	125
2:30 PM	1	2	0	0	0	0	2	6	58	58	116
2:45 PM	1	1	0	0	0	0	4	10	52	63	115
3:00 PM	2	2	0	0	0	0	11	5	58	66	124
3:15 PM	1	1	0	0	0	0	3	8	53	66	119
3:30 PM	4	4	0	0	0	0	3	4	52	71	123
3:45 PM	1	1	0	0	0	0	6	11	47	70	117
4:00 PM	3	2	0	0	0	0	7	10	45	74	119
4:15 PM	3	5	0	0	0	0	5	5	43	74	117
4:30 PM	0	0	0	0	0	0	7	10	40	72	112
4:45 PM	4	4	0	0	0	0	10	2	48	77	125
5:00 PM	1	1	0	0	0	0	11	9	50	86	136
5:15 PM	0	0	0	0	0	0	13	12	51	83	134
5:30 PM	0	0	0	1	0	0	7	5	53	89	142
5:45 PM	0	0	0	0	0	0	9	3	59	96	155
6:00 PM	0	0	0	0	0	0	14	7	66	89	155
6:15 PM	0	0	0	0	0	0	4	4	66	89	155
6:30 PM	0	0	0	0	0	0	5	6	65	97	162
6:45 PM	0	0	0	0	0	0	3	3	65	101	166
Total	81	79	18	7	6	6	234	189			

APPENDIX A3
Los Angeles County Lot GR
Saturday, October 11, 2008

Time	Recreational		Employees		Customers		Cheesecake Factory Parking Demand	Lot GR Public Parking Demand	Total Parking Demand
	In	Out	In	Out	In	Out			
7:00 AM	2	0	0	0	0	0	0	7	7
7:15 AM	2	0	0	0	0	0	0	9	9
7:30 AM	0	0	0	0	0	0	0	9	9
7:45 AM	0	0	0	0	0	0	0	9	9
8:00 AM	0	0	0	0	0	0	0	9	9
8:15 AM	0	0	1	0	0	0	1	9	10
8:30 AM	0	0	2	0	0	0	3	9	12
8:45 AM	0	0	3	0	0	0	6	9	15
9:00 AM	1	0	0	0	0	0	6	10	16
9:15 AM	0	1	0	0	0	0	6	9	15
9:30 AM	0	0	0	0	0	0	6	9	15
9:45 AM	0	0	0	0	0	0	6	9	15
10:00 AM	0	0	0	0	0	0	6	9	15
10:15 AM	0	0	2	0	0	0	8	9	17
10:30 AM	2	0	1	0	0	0	9	11	20
10:45 AM	0	0	1	0	0	0	10	11	21
11:00 AM	0	0	3	0	0	0	13	11	24
11:15 AM	0	0	3	0	0	0	16	11	27
11:30 AM	2	0	5	0	0	0	21	13	34
11:45 AM	0	2	3	1	0	0	23	11	34
12:00 PM	0	1	5	0	5	0	33	10	43
12:15 PM	0	1	0	0	4	0	37	9	46
12:30 PM	0	0	2	0	2	0	41	9	50
12:45 PM	0	1	1	0	2	0	44	8	52
1:00 PM	1	0	1	0	2	0	47	9	56
1:15 PM	0	0	0	0	5	0	52	9	61
1:30 PM	1	1	1	0	1	0	54	9	63
1:45 PM	0	1	0	0	3	0	57	8	65
2:00 PM	0	0	0	0	11	2	66	8	74
2:15 PM	0	0	0	0	0	4	62	8	70
2:30 PM	0	0	0	0	0	4	58	8	66
2:45 PM	0	2	0	0	7	2	63	6	69
3:00 PM	0	0	1	0	4	2	66	6	72
3:15 PM	1	0	0	0	3	3	66	7	73
3:30 PM	0	0	4	0	4	3	71	7	78
3:45 PM	2	0	0	0	4	5	70	9	79
4:00 PM	0	1	3	0	3	2	74	8	82
4:15 PM	1	0	1	0	1	2	74	9	83
4:30 PM	0	0	2	2	1	3	72	9	81
4:45 PM	0	0	3	0	4	2	77	9	86
5:00 PM	0	0	7	1	6	3	86	9	95
5:15 PM	1	1	0	1	0	4	83	9	92
5:30 PM	0	0	3	0	7	4	89	9	98
5:45 PM	0	0	3	2	8	2	96	9	105
6:00 PM	0	0	0	8	4	3	89	9	98
6:15 PM	1	0	0	0	2	2	89	10	99
6:30 PM	0	0	0	0	11	3	97	10	107
6:45 PM	0	0	0	0	9	5	101	10	111
Total	17	12	61	15	113	60			

APPENDIX B-1/B-2

Existing Conditions Parking Demand Analysis – Typical & Peak

APPENDIX B-1
EXISTING CONDITIONS PUBLIC PARKING DEMAND ANALYSIS BY TIME OF DAY AND ACTIVITY AREA

#	Activity Area	Supply	Time	Public Demand & Utilization Profiles																											
		Existing Number of Spaces		Occupied Spaces on Weekdays							Occupied Spaces on Weekend Days														Occupied Spaces on Holidays **							
				Fri 5/27/05	Fri 7/1/05	Fri 9/2/05	Fri 5/25/07	Fri 8/31/07	Thur 10/25/07	Fri 9/04/09	Sat 5/28/05	Sun 5/29/05	Sat 7/2/05	Sun 7/3/05	Sat 9/3/05	Sun 9/4/05	Sat 5/26/07	Sun 5/27/07	Sat 9/1/07	Sun 9/2/07	Sat 11/3/07	Sat 9/05/09	Sun 9/06/09	Sat 12/8/07	Mon 5/30/05	Mon 7/4/05	Mon 9/5/05	Mon 5/28/07	Wed 7/4/07	Mon 9/3/07	Mon 9/7/07
1	Mother's Beach		10AM	37	58	45	61	84	62	94	98	88	87	119	89	114	92	97	105	119	93	147	186	114	63	109	93	90	125	129	129
			1PM	62	89	57	66	77	112	120	134	142	128	216	148	175	130	177	132	223	104	214	274	150	212	497	255	153	664	341	306
			4PM	50	66	61	61	69	66	109	158	173	160	282	199	255	137	209	136	273	86	235	348	141	277	736	272	181	730	296	209
	(8-OT, 9-NR, 10-IR, 11-GR)		8PM	81	201	154	135	92	77	190	101	119	128	152	128	103	162	150	184	206	87	151	220	284	127	815	168	104	746	139	148
			Peak	81	201	154	135	92	112	190	158	173	160	282	199	255	162	209	184	273	104	235	348	284	277	815	272	181	746	341	306
		843	Peak %	10%	24%	18%	16%	11%	13%	23%	19%	21%	19%	33%	24%	30%	19%	25%	22%	32%	12%	28%	41%	34%	33%	97%	32%	21%	88%	40%	36%
2	Yvonne B. Burke Park***		10AM	118	88	91	38	51	20	18	51	29	16	53	26	7	16	34	24	42	25	24	32	100	29	68	7	11	23	10	37
	(5-U, 7-Q)		1PM	97	31	59	34	38	26	22	58	33	18	89	26	7	23	38	30	48	49	29	35	132	33	122	10	11	36	12	26
			4PM	61	15	10	19	25	30	23	62	32	15	121	20	11	20	96	29	108	98	43	38	135	29	149	7	14	267	18	15
			8PM	51	7	3	8	13	17	15	52	36	8	76	20	9	15	107	23	103	3	37	28	168	20	294	4	3	320	2	6
			Peak	118	88	91	38	51	30	23	62	36	18	121	26	11	23	107	30	108	98	43	38	168	33	294	10	14	320	18	37
		340	Peak %	35%	26%	27%	11%	15%	9%	7%	18%	11%	5%	36%	8%	3%	7%	31%	9%	32%	29%	13%	11%	49%	10%	86%	3%	4%	94%	5%	11%
3	Chace Park		10AM	123	115	173	165	182	43	22	191	211	215	212	238	266	185	179	192	191	100	83	87	80	191	178	225	185	259	245	94
	(2-49R, 4-49M, EE)		1PM	130	117	175	181	189	80	37	227	242	255	240	256	294	218	264	226	283	126	119	128	92	218	334	245	234	317	243	98
			4PM	112	113	172	167	167	60	43	191	196	200	224	201	239	150	279	157	298	137	103	133	113	181	368	192	221	365	214	113
			8PM	99	106	147	92	92	45	33	127	118	129	133	179	160	105	125	118	151	86	58	64	180	95	371	137	82	389	135	49
			Peak	130	117	175	181	189	80	43	227	242	255	240	256	294	218	279	226	298	137	119	133	180	218	371	245	234	389	245	113
		437	Peak %	30%	27%	40%	41%	43%	18%	10%	52%	55%	58%	55%	59%	67%	50%	64%	52%	68%	31%	27%	30%	41%	50%	85%	56%	54%	89%	56%	26%
4	Fiji Way *		10AM	-	31	41	28	31	25	35	-	-	84	80	85	112	86	98	89	110	62	94	105	254	-	213	247	319	294	278	55
	(Overflow Lots, 1 Fisherman's Village, Dock 52)		1PM	-	44	44	31	32	31	45	-	-	90	113	98	146	109	132	114	138	82	124	153	364	-	349	412	443	407	400	68
			4PM	-	32	44	33	34	34	34	-	-	79	130	90	127	113	138	116	153	73	119	133	469	-	418	505	519	668	454	81
			8PM	-	72	39	56	52	24	54	-	-	80	71	69	77	95	83	95	124	78	103	68	629	-	678	277	165	677	254	51
			Peak		72	44	56	52	34	54			90	130	98	146	113	138	116	153	82	124	153	629		678	505	519	677	454	81
		738	Peak %		10%	6%	8%	7%	5%	7%			12%	18%	13%	20%	15%	19%	16%	21%	11%	17%	21%	85%		92%	68%	70%	92%	62%	11%
5	North Channel		10AM	5	9	12	13	15	10	22	14	11	24	23	19	23	28	34	35	23	30	31	53	32	17	88	17	33	134	56	42
	(13-3S)		1PM	3	8	9	10	13	7	16	17	25	34	41	21	68	26	37	39	41	27	53	65	44	48	138	46	27	134	88	74
			4PM	3	6	11	8	10	4	16	19	58	48	88	41	63	34	69	45	88	12	89	126	73	82	138	60	26	134	113	135
			8PM	16	20	26	16	19	15	35	23	49	35	67	32	36	52	55	59	67	32	47	82	137	28	138	20	39	134	44	78
			Peak	16	20	26	16	19	15	35	23	58	48	88	41	68	52	69	59	88	32	89	126	137	82	138	60	39	134	113	135
		140	Peak %	11%	14%	19%	11%	14%	11%	25%	16%	41%	34%	63%	29%	49%	37%	49%	42%	63%	23%	64%	90%	98%	59%	99%	43%	28%	96%	81%	96%
			Overall Peak	292	406	369	322	363	256	327	436	459	525	845	551	695	506	791	541	920	388	589	778	1,398	569	1,809	1,036	961	2,266	1,095	572
	Total	2,498	Utilization	12%	16%	15%	13%	15%	10%	13%	17%	18%	21%	34%	22%	28%	20%	32%	22%	37%	16%	24%	31%	56%	23%	72%	41%	38%	91%	44%	23%
			Time	1PM	8PM	8PM	1PM	10AM	1PM	8PM	1PM	4PM	1PM	4PM	4PM	4PM	1PM	4PM	1PM	4PM	1PM	4PM	4PM	8PM	4PM	8PM	4PM	4PM	8PM	4PM	1PM

NOTES:

* Overflow Lots owned by US Dept. of Fish & Game, not by county; as such, they are not included in the computation of demand and availability of supply in the report.

** Holiday parking demands include non-public use parking demands.

*** Formerly known as Admiralty Park

APPENDIX B-2
EXISTING CONDITIONS PUBLIC PARKING DEMAND ANALYSIS BY DAY AND LOT

#	Activity Area	Lot Number - Parcel	Supply	Public Demand & Utilization Profiles																											
			Existing	Max (Peak) Occupied Spaces on Weekdays							Max (Peak) Occupied Spaces on Weekend Days														Max Occupied Spaces on Holidays (Peak) **							
			Number of Spaces	Fri 5/27/05	Fri 7/1/05	Fri 9/2/05	Fri 5/25/07	Fri 8/31/07	Thur 10/25/07	Fri 9/04/09	Sat 5/28/05	Sun 5/29/05	Sat 7/2/05	Sun 7/3/05	Sat 9/3/05	Sun 9/4/05	Sat 5/26/07	Sun 5/27/07	Sat 9/1/07	Sun 9/2/07	Sat 11/3/07	Sat 9/5/09	Sun 9/6/09	Sat 12/8/07	Mon 5/30/05	Mon 7/4/05	Mon 9/5/05	Mon 5/28/07	Wed 7/4/07	Mon 9/3/07	Mon 9/7/09
1	Mother's Beach	8 - OT	183	7	97	59	53	5	4	57	3	31	8	51	15	5	39	45	43	52	18	22	38	45	17	156	46	3	89	2	0
		9 - NR	186	34	48	35	41	56	36	38	77	69	79	82	87	81	77	79	84	108	58	99	88	22	27	187	48	44	186	45	67
		10 - IR	212	2	22	5	9	11	65	70	71	86	66	156	109	161	55	76	41	102	24	124	214	54	121	209	78	47	209	205	167
		11 - GR	262	40	56	60	32	30	30	47	15	15	13	19	19	16	19	15	21	15	12	13	15	173	127	263	146	111	263	112	122
2	Yvonne B. Burke Park***	5 - U	220	115	87	90	23	30	19	11	53	24	11	5	24	3	8	4	12	7	14	8	9	51	26	174	1	9	200	5	4
		7 - Q	120	6	6	3	15	21	11	13	9	13	9	118	16	10	15	107	18	102	91	36	31	120	7	120	9	9	120	15	35
3	Chace Park	2 - 49R	239	35	49	45	53	62	24	39	147	144	169	156	122	159	122	189	125	195	70	101	104	93	123	161	116	107	181	135	85
		4 - 49M	140	37	11	78	82	86	31	5	22	40	28	34	76	77	38	32	43	45	27	18	37	29	38	152	71	71	150	67	30
		EE	58	58	58	58	58	58	32	58	58	58	58	58	58	58	58	58	58	58	51	58	58	58	58	58	58	58	58	58	58
4	Fiji Way	Overflow Lots *	252	n/a	107	127	85	81	90	75	n/a	n/a	126	142	118	141	86	92	90	116	94	90	92	233	n/a	265	110	67	250	69	58
		Fisherman's Village (1) - W	502	n/a	18	22	28	26	11	20	n/a	n/a	28	42	41	51	51	52	52	56	36	55	63	422	n/a	439	284	340	439	238	365
		Dock 52 - 52	236	n/a	54	34	28	26	29	34	n/a	n/a	70	88	68	95	71	86	73	97	48	69	91	207	n/a	239	221	179	238	216	229
5	North Channel	13 - 3S	140	16	20	26	16	19	15	35	23	58	48	88	41	68	52	69	59	88	32	89	126	137	82	138	60	39	134	113	135

NOTES:

* Overflow Lots owned by US Dept. of Fish & Game, not by county; as such, they are not included in the computation of demand and availability of supply in the report.

** Holiday parking demands include non-public use parking demands.

*** Formerly known as Admiralty Park

APPENDIX C-1/C-2

Future Anticipated Parking Demand Analysis – Typical & Peak

APPENDIX C-1
FUTURE ANTICIPATED CONDITIONS PUBLIC PARKING DEMAND ANALYSIS BY TIME OF DAY AND ACTIVITY AREA

#	Activity Area	Supply: Proposed Number of Spaces	Time	Anticipated Future Public Parking Demand & Utilization Profiles: Occupied Spaces on Weekdays							Occupied Spaces on Weekend Days												
				Day 1	Day 2	Day 3	Day 4	Day 5	Day 6 (Typical)	Day 7	Day 8	Day 9	Day 10	Day 11	Day 12	Day 13	Day 14	Day 15	Day 16	Day 17	Day 18 (Typical)	Day 19	Day 20
1	Mother's Beach (8-OT, 9-NR, 10-IR, 11-GR)		10AM	57	84	67	90	123	85	111	143	131	132	168	136	169	142	146	159	175	134	187	229
			1PM	86	120	80	94	108	143	143	191	193	185	286	209	239	186	237	190	296	145	270	332
			4PM	72	92	87	89	99	93	129	217	231	220	360	263	326	191	277	195	363	125	288	417
			8PM	109	252	191	174	127	102	224	144	165	178	205	189	151	221	207	250	269	125	177	256
			Peak	109	252	191	174	127	143	224	217	231	220	360	263	326	221	277	250	363	145	288	417
		652	Peak %	17%	39%	29%	27%	19%	22%	34%	33%	35%	34%	55%	40%	50%	34%	42%	38%	56%	22%	27%	40%
2	Yvonne B. Burke Park*** (5-U, 7-Q)		10AM	134	100	103	43	58	23	20	58	33	18	60	29	8	18	38	27	48	28	27	36
			1PM	110	35	67	38	43	29	25	66	37	20	101	29	8	26	43	34	54	55	33	40
			4PM	69	17	11	22	28	34	26	70	36	17	137	23	12	23	109	33	122	111	49	43
			8PM	58	8	3	9	15	19	17	59	41	9	86	23	10	17	121	26	117	3	42	32
			Peak	134	100	103	43	58	34	26	70	41	20	137	29	12	26	121	34	122	111	49	43
		342	Peak %	39%	29%	30%	13%	17%	10%	8%	20%	12%	6%	40%	8%	4%	8%	35%	10%	36%	32%	14%	13%
3	Chace Park (2-49R, 4-49M, EE)		10AM	140	130	202	192	214	51	28	226	250	256	251	285	319	218	210	227	226	120	104	109
			1PM	149	132	205	212	222	92	47	270	289	306	287	307	355	259	317	269	341	151	150	161
			4PM	126	127	201	195	195	70	54	226	231	237	267	238	286	174	336	182	360	159	130	168
			8PM	109	118	170	100	100	53	41	145	134	147	152	210	186	117	142	134	175	100	73	80
			Peak	149	132	205	212	222	92	54	270	289	306	287	307	355	259	336	269	360	159	150	168
		684	Peak %	22%	19%	30%	31%	33%	13%	8%	39%	42%	45%	42%	45%	52%	38%	49%	39%	53%	23%	39%	43%
4	Fiji Way (Overflow Lots**, 1-Fisherman's Village, Dock 52)		10AM	-	35	46	32	35	28	40	-	-	95	91	96	127	97	111	101	125	70	106	119
			1PM	-	50	50	35	36	35	51	-	-	102	128	111	165	123	149	129	156	93	140	173
			4PM	-	36	50	37	38	38	38	-	-	89	147	102	144	128	156	131	173	83	135	151
			8PM	-	82	44	63	59	27	61	-	-	91	80	78	87	108	94	108	140	88	117	77
		*	Peak		82	50	63	59	38	61			102	147	111	165	128	156	131	173	93	140	173
		1,012	Peak %		8%	5%	6%	6%	4%	6%			10%	15%	11%	16%	13%	15%	13%	17%	9%	14%	17%
5	North Channel (13-3S)		10AM	6	10	14	15	17	11	25	16	12	27	26	22	26	32	38	40	26	34	35	60
			1PM	3	9	10	11	15	8	18	19	28	38	46	24	77	29	42	44	46	31	60	74
			4PM	3	7	12	9	11	5	18	22	66	54	100	46	71	38	78	51	100	14	101	143
			8PM	18	23	29	18	22	17	40	26	55	40	76	36	41	59	62	67	76	36	53	93
			Peak	18	23	29	18	22	17	40	26	66	54	100	46	77	59	78	67	100	36	101	143
		138	Peak %	13%	17%	21%	13%	16%	12%	29%	19%	48%	39%	72%	33%	56%	43%	57%	49%	72%	26%	73%	104%
	Total	2,828	Overall Peak	348	483	437	390	447	307	383	546	564	650	1,010	672	838	623	955	666	1,118	475	702	921
			Utilization	12%	17%	15%	14%	16%	11%	13%	19%	20%	23%	36%	24%	30%	22%	34%	24%	40%	17%	24%	32%
			Time	1PM	8PM	8PM	1PM	10AM	1PM	8PM	1PM	4PM	1PM	4PM	4PM	4PM	1PM	4PM	1PM	4PM	1PM	4PM	4PM

Yearly Growth	0.6

NOTES:

* Includes parking supply for Fisherman's Village Development. Shared Parking is contemplated at this location.

** Overflow Lots owned by US Dept. of Fish & Game, not by county; as such, they are not included in the computation of demand and availability of supply in the report.

*** Formerly known as Admiralty Park

APPENDIX C-2
FUTURE ANTICIPATED CONDITIONS PUBLIC PARKING DEMAND ANALYSIS BY DAY AND LOT

#	Activity Area	Lot Number - Parcel	Supply	Anticipated Future Public Parking Demand & Utilization Profiles																		
			Proposed Number of Spaces	Occupied Spaces on Weekdays										Occupied Spaces on Weekend Days								
				Day 1	Day 2	Day 3	Day 4	Day 5	Day 6 (Typical)	Day 7	Day 8	Day 9	Day 10	Day 11	Day 12	Day 13	Day 14	Day 15	Day 16	Day 17 (Typical)	Day 18	Day 19	Day 20
1	Mother's Beach	8 - OT	92	8	110	67	60	6	5	65	3	35	9	58	17	6	44	51	49	59	20	25	43
		9 - NR	69	59	75	61	67	84	62	64	120	112	122	125	130	124	120	122	127	151	101	142	131
		10 - IR	109	2	25	6	10	12	74	79	80	97	75	177	123	182	62	86	46	115	27	140	242
		11 - GR	382	45	63	68	36	34	34	53	17	17	15	22	22	18	22	17	24	17	14	15	17
2	Yvonne B. Burke Park***	5 - U	222	130	98	102	26	34	22	12	60	27	12	6	27	3	9	5	14	8	16	9	10
		7 - Q	120	7	7	3	17	24	12	15	10	15	10	134	18	11	17	121	20	115	103	41	35
3	Chace Park	2 - 49R	234	44	62	57	67	78	30	49	185	181	212	196	153	200	153	238	157	245	88	127	131
		4 - 49M	450	47	14	98	103	108	39	6	28	50	35	43	96	97	48	40	54	57	34	23	47
		EE		58	58	58	58	58	32	58	58	58	58	58	58	58	58	58	58	51	58	58	58
4	Fiji Way	Overflow Lots*	314	n/a	121	144	96	92	102	85	n/a	n/a	143	161	134	160	97	104	102	131	106	102	104
		Fisherman's Village (1) - W	1,012**	n/a	20	25	32	29	12	23	n/a	n/a	32	48	46	58	58	59	59	63	41	62	71
		Dock 52 - 52	0	n/a	61	38	32	29	33	38	n/a	n/a	79	100	77	108	80	97	83	110	54	78	103
5	North Channel	13 - 3S	138	18	23	29	18	22	17	40	26	66	54	100	46	77	59	78	67	100	36	101	143

YEARLY GROWTH	0.6

NOTES:

* Overflow Lots owned by US Dept. of Fish & Game, not by county; as such, they are not included in the computation of demand and availability of supply in the report.

** Includes parking supply for Fisherman's Village Development. Shared Parking is contemplated at this location.

*** Formerly known as Admiralty Park

APPENDIX D-1/D-2

85th & 90th Percentile Parking Demand Analysis by Activity Area – Existing & Future Long-Term Conditions

APPENDIX D-1

85TH & 90TH PERCENTILE DEMAND ANALYSIS BY ACTIVITY AREA - CURRENT CONDITIONS

Mother's Beach	
Date	Demand
Fri 5/27/05	81
Fri 8/31/07	92
Sat 11/3/07	104
Thur 10/25/07	112
Fri 5/25/07	135
Fri 9/2/05	154
Sat 5/28/05	158
Sat 7/2/05	160
Sat 5/26/07	162
Sun 5/29/05	173
Sat 9/1/07	184
Fri 09/04/09	190
Sat 9/3/05	199
Fri 7/1/05	201
Sun 5/27/07	209
Sat 9/05/09	235
Sun 9/4/05	255
Sun 9/2/07	273
Sun 7/3/05	282
Sun 9/06/09	348

90th Percentile Peak Public Parking Demand	273

Yvonne B. Burke Park*	
Date	Demand
Sun 9/4/05	11
Sat 7/2/05	18
Fri 09/04/09	23
Sat 5/26/07	23
Sat 9/3/05	26
Thur 10/25/07	30
Sat 9/1/07	30
Sun 5/29/05	36
Fri 5/25/07	38
Sun 9/06/09	38
Sat 9/05/09	43
Fri 8/31/07	51
Sat 5/28/05	62
Fri 7/1/05	88
Fri 9/2/05	91
Sat 11/3/07	98
Sun 5/27/07	107
Sun 9/2/07	108
Fri 5/27/05	118
Sun 7/3/05	121

90th Percentile Peak Public Parking	108

Chace Park	
Date	Demand
Fri 09/04/09	43
Thur 10/25/07	80
Fri 7/1/05	117
Sat 9/05/09	119
Fri 5/27/05	130
Sun 9/06/09	133
Sat 11/3/07	137
Fri 9/2/05	175
Fri 5/25/07	181
Fri 8/31/07	189
Sat 5/26/07	218
Sat 9/1/07	226
Sat 5/28/05	227
Sun 7/3/05	240
Sun 5/29/05	242
Sat 7/2/05	255
Sat 9/3/05	256
Sun 5/27/07	279
Sun 9/4/05	294
Sun 9/2/07	298

90th Percentile Peak Public Parking	279

Fiji Way	
Date	Demand
Thur 10/25/07	34
Fri 9/2/05	44
Fri 8/31/07	52
Fri 09/04/09	54
Fri 5/25/07	56
Fri 7/1/05	72
Sat 11/3/07	82
Sat 7/2/05	90
Sat 9/3/05	98
Sat 5/26/07	113
Sat 9/1/07	116
Sat 9/05/09	124
Sun 7/3/05	130
Sun 5/27/07	138
Sun 9/4/05	146
Sun 9/2/07	153
Sun 9/06/09	153

90th Percentile Peak Public Parking	146

North Channel	
Date	Demand
Thur 10/25/07	15
Fri 5/27/05	16
Fri 5/25/07	16
Fri 8/31/07	19
Fri 7/1/05	20
Sat 5/28/05	23
Fri 9/2/05	26
Sat 11/3/07	32
Fri 09/04/09	35
Sat 9/3/05	41
Sat 7/2/05	48
Sat 5/26/07	52
Sun 5/29/05	58
Sat 9/1/07	59
Sun 9/4/05	68
Sun 5/27/07	69
Sun 7/3/05	88
Sun 9/2/07	88
Sat 9/05/09	89
Sun 9/06/09	126

90th Percentile Peak Public Parking	88

LEGEND	
	85th Percentile
	90th Percentile

Notes:

* Formerly known as Admiralty Park

APPENDIX D-2
85TH & 90TH PERCENTILE DEMAND ANALYSIS BY ACTIVITY AREA - FUTURE CONDITIONS

Mother's Beach	
Date	Demand
Day 1	109
Day 5	127
Day 6	143
Day 18	145
Day 4	174
Day 3	191
Day 8	217
Day 10	220
Day 14	221
Day 7	224
Day 9	231
Day 16	250
Day 2	252
Day 12	263
Day 15	277
Day 19	288
Day 13	326
Day 11	360
Day 17	363
Day 20	417

90th Percentile Peak Public Parking	360

Yvonne B. Burke Park**	
Date	Demand
Day 13	12
Day 10	20
Day 14	26
Day 7	26
Day 12	29
Day 16	34
Day 6	34
Day 9	41
Day 20	43
Day 4	43
Day 19	49
Day 5	58
Day 8	70
Day 2	100
Day 3	103
Day 18	111
Day 15	121
Day 17	122
Day 1	134
Day 11	137

90th Percentile Peak Public Parking *	102

Chace Park	
Date	Demand
Day 7	54
Day 6	92
Day 2	132
Day 1	149
Day 19	150
Day 18	159
Day 20	168
Day 3	205
Day 4	212
Day 5	222
Day 14	259
Day 16	269
Day 8	270
Day 11	287
Day 9	289
Day 10	306
Day 12	307
Day 15	336
Day 13	355
Day 17	360

90th Percentile Peak Public Parking	336

Fiji Way	
Date	Demand
Day 6	38
Day 3	50
Day 5	59
Day 7	61
Day 4	63
Day 2	82
Day 18	93
Day 10	102
Day 12	111
Day 14	128
Day 16	131
Day 19	140
Day 11	147
Day 15	156
Day 13	165
Day 17	173
Day 20	173

90th Percentile Peak Public Parking	165

North Channel	
Date	Demand
Day 6	17
Day 1	18
Day 4	18
Day 5	22
Day 2	23
Day 8	26
Day 3	29
Day 18	36
Day 7	40
Day 12	46
Day 10	54
Day 14	59
Day 9	66
Day 16	67
Day 13	77
Day 15	78
Day 11	100
Day 17	100
Day 19	101
Day 20	143

90th Percentile Peak Public Parking	100

LEGEND	
	85th Percentile
	90th Percentile

Yearly Growth	0.6

Notes:

* 20 spaces in Admiralty Park Activity Area (specifically lot 5) have been leased to the Public Library.

** Formerly known as Admiralty Park

APPENDIX E

FIJI WAY ACTIVITY AREA DETAILED PARKING DEMAND ANALYSIS

Appendix E
Fiji Way Activity Area Parking Analyses

Estimated Parking Demand					
Weekday					
Time	**Fisherman Village / Commercial Demand [1]**	**Charter Boat Slip Demand [1]**	**Total Development Demand**	**Peak Public Parking Demand [2]**	**Total Demand**
2:00 PM	464	65	529	15	544
3:00 PM	354	65	419	20	439
4:00 PM	390	100	490	24	514
5:00 PM	499	135	634	29	663
6:00 PM	577	150	727	26	753
7:00 PM	591	180	771	17	788
Weekend Day					
Time	**Fisherman Village / Commercial Demand [1]**	**Charter Boat Slip Demand [1]**	**Total Development Demand**	**Peak Public Parking Demand [2]**	**Total Demand**
2:00 PM	399	240	639	49	695
3:00 PM	392	240	632	43	681
4:00 PM	389	275	664	32	700
5:00 PM	461	310	771	23	794
6:00 PM	571	310	881	20	901
7:00 PM	584	310	894	20	914
8:00 PM	599	310	909	21	930
				Proposed Total Supply = 1,012 spaces	

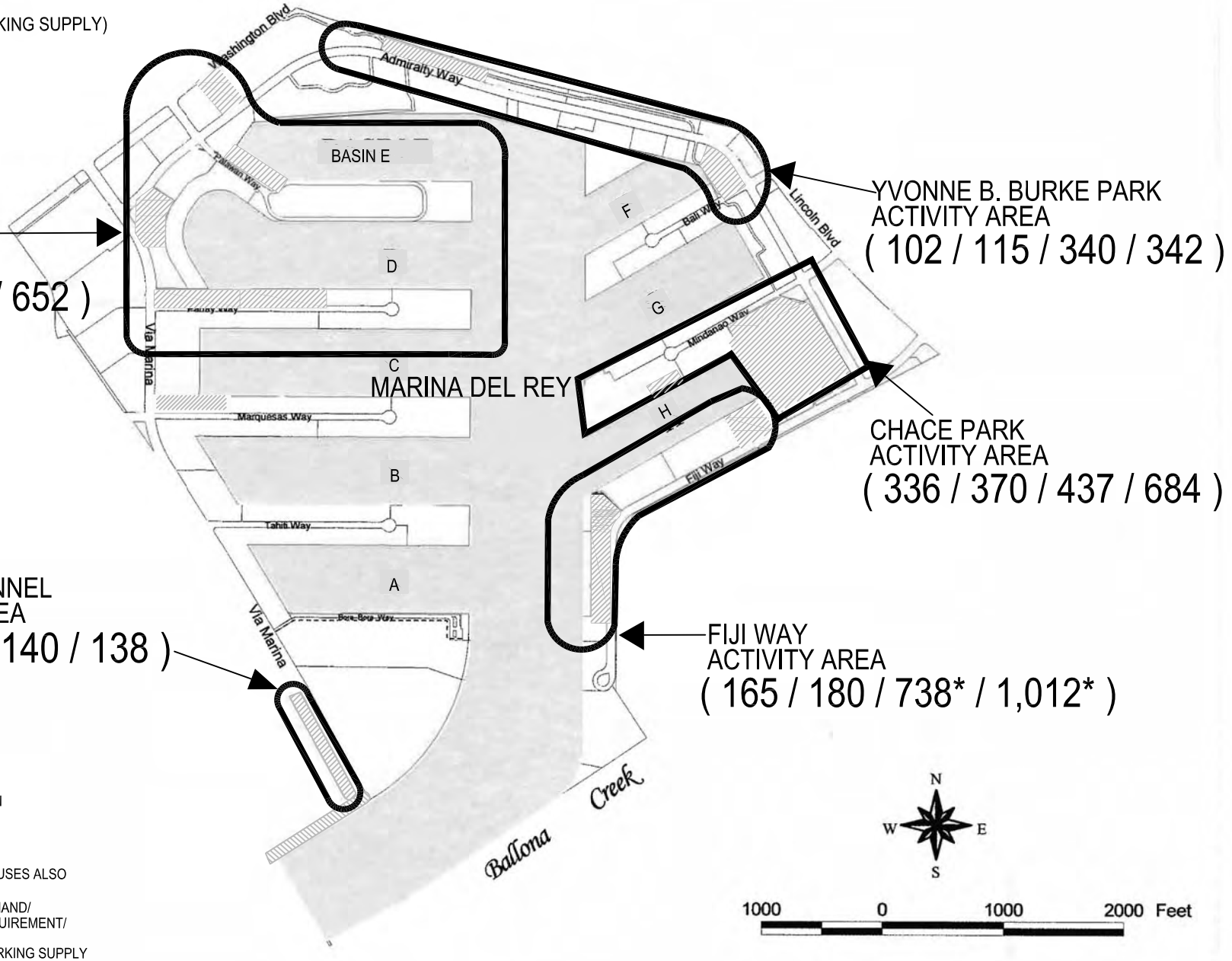
Note : [1] Demand data obtained from "Traffic Impact Analysis Report for the Proposed Fisherman's Village Enhancement / Expansion Project," September 2000, prepared by Hirsch / Green Transportation Consulting, Inc.

[2] Public Parking Demand for Fiji Way Activity Area obtained from Parking Surveys conducted by Raju Associates, Inc.

APPENDIX F

PUBLIC PARKING REQUIREMENTS, EXISTING PARKING & POTENTIAL FUTURE PARKING PROVISIONS BY ACTIVITY AREA

(90TH PERCENTILE FUTURE DEMAND/
MINIMUM PUBLIC PARKING REQUIREMENT/
EXISTING PARKING SUPPLY/
FUTURE POTENTIAL PUBLIC PARKING SUPPLY)



LEGEND:

- PUBLIC PARKING LOT LOCATION
- ACTIVITY AREAS
- * - USED BY OTHER COMMERCIAL USES ALSO
- (360/400/843/652) - 90TH PERCENTILE FUTURE DEMAND/ MINIMUM PUBLIC PARKING REQUIREMENT/ EXISTING PARKING SUPPLY/ FUTURE POTENTIAL PUBLIC PARKING SUPPLY

SOURCE: LOS ANGELES COUNTY DEPT OF BEACHES AND HARBORS. PLANNING DIVISION.

APPENDIX D – Mitigation Monitoring and Reporting Program (MMRP)

Mitigation Monitoring and Reporting Program

This ~~Draft~~ Mitigation Monitoring and Reporting Program (MMRP) has been developed in accordance with requirements of the California Environmental Quality Act (CEQA) for the Oxford Basin Multi-Use Enhancement Project. When adopting a Mitigated Negative Declaration that includes mitigation measures, an agency must adopt a program for reporting and/or monitoring mitigations measures identified in the document as a condition of approval (CEQA guidelines Section 15091(d) and 15097).

This Mitigation Monitoring and Reporting Program (MMRP) includes:

- Brief description of the monitoring methods;
- Timing of implementation and monitoring activities;
- Identification of the person or Agency responsible for implementing/enforcing the mitigation;
- Identification of personnel and date that verifies compliance with the mitigation measure as well as an opportunity for related remarks to the mitigation activity, such as the type of monitoring that occurred and the results of that monitoring.

The mitigation measures are listed according to resource area. The Proposed Project will incorporate these environmental protection measures as part of the project and shall be carried forward and implemented in accordance with project activities.

Mitigation Measure	Implementation [I] and Monitoring [M] Timing	Responsible Party for Implementation	Enforcement Agency	Verification of Compliance		
				Initials of Personnel	Date	Remarks
BIOLOGICAL RESOURCES						
Mitigation Measure BIO-1: At least 14 days prior to construction, a qualified biologist will survey the project area to determine if any heron or egret nesting is occurring. Nesting bird surveys will be conducted during the breeding/nesting season within 300 feet (500 feet for raptors) of the proposed construction footprint or an appropriate buffer determined by the onsite Project Biologist or Biological Monitor prior to the commencement of equipment operation. As specified in Policies 23 and 34 of the Marina del Rey Land Use Plan (County of Los Angeles 2012), if heron and/or egret rookeries are observed, noise monitoring at active nest sites will be implemented. To minimize impacts, standard construction noise restrictions would be followed when possible and noise should not exceed 85 dB or peak preconstruction ambient noise levels at any active nesting site. If construction noise at any active nesting site exceeds either 85 dB or the existing ambient noise levels (if ambient noise is above 85 dB), a qualified biologist shall monitor nesting birds to provide guidance to contractors so the birds are not disturbed by construction related noise. The qualified biologist shall be onsite monitoring birds and noise every day at the beginning of the project during the concentrated mechanized equipment use. The biologist will monitor types of sound sources, distances from the sound sources to the birds, level of	[I] At least 14 days prior to construction/equipment operation. [M] N/A [I/M] Prior to and during construction [I/M] During construction	[I] Qualified biologist [I] Qualified biologist [I/M] Qualified biologist	[I] Los Angeles County Department of Public Works (LACDPW) [I/M] LACDPW and County of Los Angeles Department of Beaches and Harbors [I/M] LACDPW and County of Los Angeles Department of Beaches and Harbors			

Mitigation Measure	Implementation [I] and Monitoring [M] Timing	Responsible Party for Implementation	Enforcement Agency	Verification of Compliance		
				Initials of Personnel	Date	Remarks
ambient noise in the environment, levels of anthropogenic (human-generated) noise, sound modifying features of the environment, visual cues correlated with the noise, and behaviors associated with sound sources including startle movements, changes in foraging or reproductive rituals, interruption of feeding young, or nest abandonment. If the biologist determines that nesting birds are being disturbed, sound mitigation measures such as sound shields, sound walls, or blankets around engines may be used. Measures will be taken to minimize the noise level to stay below the noise level threshold. If these sound mitigation measures do not reduce noise levels below the noise level threshold, construction within 300 feet of the nesting trees shall cease and shall not recommence until new sound mitigation can be employed, the biologist has determined that nesting birds are not being disturbed, or nesting is complete. In addition, construction staging areas shall not be located under any nesting trees. Any lights used shall be directed downward during construction to avoid and minimize disturbance to birds.	[I/M] During construction	[I] Construction contractor [M] Qualified biologist	[I/M] LACDPW and County of Los Angeles Department of Beaches and Harbors			

Mitigation Measure	Implementation [I] and Monitoring [M] Timing	Responsible Party for Implementation	Enforcement Agency	Verification of Compliance		
				Initials of Personnel	Date	Remarks
Mitigation Measure BIO-2: Within three days of the proposed removal of any vegetation during breeding/nesting season (January 1-September 30), a qualified biologist shall survey the vegetation for nesting birds. No tree with an active nest shall be removed until after the nest is vacated.	[I] Within 3 days of any vegetation removal between January 1 and September 30 [M] N/A	[I] Qualified biologist	[I/M] LACDPW and County of Los Angeles Department of Beaches and Harbors			
CULTURAL RESOURCES						
Mitigation Measure CULT-1: In the event that cultural resources are discovered during construction grading, trenching, or excavation, project personnel will halt earth-moving activities in the immediate area as determined by a cultural resource specialist and notify a qualified archaeologist.	[I/M] During construction	[I/M] Cultural Resource Specialist	[I/M] LACDPW			

APPENDIX E – Public Comment Letters and Responses to Comments

OXFORD RETENTION BASIN MULTIUSE ENHANCEMENT PROJECT
RESPONSE TO COMMENTS

Prepared for:

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
900 S. Fremont Avenue
Alhambra, CA 91803

Prepared by:

CHAMBERS GROUP, INC.
5 Hutton Centre Dr., Suite 750
Santa Ana, California 92707
(949) 261-5414

October 2013

Comment Letter #1

Soriano, Reyna

From: Roger Marshall <marshalledits@yahoo.com>
Sent: Monday, May 20, 2013 11:49 PM
To: Soriano, Reyna
Subject: Oxford Retention Basin

Dear Reyna,

Comment 1-1 My wife and I would like to express our approval of the proposed upgrades to the Oxford Basin area. It is long overdue, and we look forward to enjoying the improvements asap.

Thank you,

The Marshall's

Response to Comment Letter # 1 (Roger Marshall)

Response to Comment 1-1:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.

Soriano, Reyna

From: Svensson, Joshua
Sent: Wednesday, May 29, 2013 1:08 PM
To: Monique Christensen
Cc: Soriano, Reyna
Subject: RE: Marina del Rey Project - Oxford Retention Basin

Monique-
Thanks again. I'll look forward to speaking with you tonight.

Reyna-
Please see the below messages for your official record of public comments.

Thanks,

Josh SVENSSON
Watershed Management Division
Los Angeles County Dept. of Public Works
(626) 458-7157 | jsvensson@dpw.lacounty.gov

From: Monique Christensen [mailto:mnqchristensen@gmail.com]
Sent: Wednesday, May 29, 2013 12:46 PM
To: Svensson, Joshua
Subject: Re: Marina del Rey Project - Oxford Retention Basin

Hi Josh,

Comment 2-1 Thanks for your kind response. Yes, please feel free to forward my emails. I appreciate the details on tonight's meeting; I do plan on attending to further show public support (hoping the commute cooperates for an on-time arrival!).

Comment 2-2 Walking and biking past the Oxford project has always made me wonder about how to request improvements there so I was happy to receive the project announcement in the mail. I commend the combination of an environmental project with a park/walking area. It will be such a nice extension of the adjacent walking path and park area that connects Venice to Marina del Rey. I particularly like the design by the traffic light because that is where bikers and walkers converge from several directions and think it will make it safer for all.

--
Best regards,
Monique Christensen, Business Advisor
Certified Internal Auditor (CIA)
Email: mnqchristensen@gmail.com
Consulting: www.linkedin.com/pub/monique-christensen/8/116/251

On Wed, May 29, 2013 at 10:43 AM, Svensson, Joshua <JSVENSSON@dpw.lacounty.gov> wrote:

Monique-

Thank you so much for your email. Public input has been a very important part of helping shape this project, and it really means a lot to all of us on the project team when members of the public take the time to contact us with their support.

With your approval, I would like to forward your email to our project environmental coordinator, Reyna Soriano (rsoriano@dpw.lacounty.gov) so it can become a part of the official public comment record.

As you are likely aware, there will be an informational meeting this evening from 7-9 PM at Burton Chace Park (details), and everyone is welcome to attend. We will be providing a thorough update on the project, as well as receiving comments on the environmental document. I hope you can make it.

Please let me know if I may forward your email, and please don't hesitate to contact me if you have any questions.

Thanks again,

Josh SVENSSON
Watershed Management Division
Los Angeles County Dept. of Public Works
(626) 458-7157 | jsvensson@dpw.lacounty.gov

From: Monique Christensen [mailto:mnqchristensen@gmail.com]
Sent: Tuesday, May 28, 2013 5:33 PM
To: Svensson, Joshua
Subject: Marina del Rey Project - Oxford Retention Basin

Josh,

Comment 2-3 This plan is amazing. I live nearby and think this project will be beautiful for the area.

Many thanks.

--

Best regards,

Monique Christensen, Business Advisor

Certified Internal Auditor (CIA)

Email: mnqchristensen@gmail.com

Consulting: www.linkedin.com/pub/monique-christensen/8/116/251

Response to Comment Letter # 2 (Monique Christensen)

Response to Comment 2-1:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.

Response to Comment 2-2:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.

Response to Comment 2-3:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.

Comment Letter #3

Soriano, Reyna

From: Connor Smith <crs@connorsmith.com>
Sent: Friday, May 31, 2013 9:55 AM
To: Soriano, Reyna
Subject: Oxford Basin Project

Dear Ms. Soriano,

Comment 3-1 I attended the public meeting on Wednesday for the Oxford Basin Project. I definitely support this project which will help improve our community and help restore the area to its more native state. Please express my thanks to the presenters and everyone involved in the project.

Sincerely,

Connor Smith
13700 Marina Pointe Drive, Unit 1129
Marina del Rey

Response to Comment Letter # 3 (Connor Smith)

Response to Comment 3-1:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.

Comment Letter #4a

Soriano, Reyna

From: Nancy Poertner RE/MAX <npoertner@ymedia.us>
Sent: Wednesday, June 05, 2013 4:12 PM
To: Soriano, Reyna
Cc: rainer@ymedia.us; 'Nancy Poertner_RE/MAX'
Subject: Residents Comments on Oxford Retention Basin Multiuse Enhancement Project

Dear Ms. Sorian,

My husband and I attended the meeting last week in Marina Del Rey which concerns this project. We have read your document and have the following comments.

Comment 4a-1 We have lived at 730 Oxford Ave for over 15 years, and therefore feel our input is valid and critical based on our experience. We are not specialist in any field which relates to this so I cannot provide you with case studies for our arguments, which I would hope is understandable.

Following are our concerns with regard to your project:

1. Removal of 400 trees PAGE 10, specifically 33 Eucalyptus. This raises several issues. One concern is for the migratory birds and the second is that these tall trees currently act as a sound barrier for noise drifting from Admiralty Way across to the residential homes which line the East side of the Basin. Providing the Eucalyptus is not diseased, we do not see the reason for their removal and in fact there is an exception given to this tree in the Land Use Plan you reference in your report.

Comment 4a-2

   a. Nesting for Migratory birds: Eucalyptus trees provide nesting grounds for migratory birds as we witness each year. We see them first hand in the Eucalyptus trees which are directly behind our homes on the bike path. When I spoke to your Biologist who was on site about the migratory birds, he wasn't aware that those birds were nesting this year in the trees along the bike path. This makes it difficult for me to believe that you have investigated the impact on the birds. Based on Section B.5 of the Marina del Rey Land Use Plan (County of Los Angeles 2012) Eucalyptus may be allowed to remain.

Comment 4a-3

   "Non-native vegetation should be removed from all parts of Oxford Basin on a regular, continuing basis under the supervision of a qualified professional, except where demonstrated to be critical to fulfilling an important natural process (e.g., retention of a small number of eucalyptus, ficus, or other non-native trees with regularly-nesting herons/egrets), consistent with the operation and maintenance requirements of the Los Angeles County Flood Control District ("LACFCD")." PAGE 13

   b. Sound Barrier: The tall trees which are in the basin now serve as a sound barrier for noise coming off of Admiralty Way. According to your study you will be replacing trees with indigenous trees which grow up to 8 feet. PAGE 12 You do not indicate what the ratio of Tall trees removed to tall trees replaced is. Again, I asked the biologist on site at the meeting and he agreed it was a good question but did not have an answer.

Comment 4a-4

2. Four foot ornamental fence surrounding the perimeter of the project. PAGE 9 will not adequately protect the basin from trespassers, disposal of domestic animals and trash. Several of us believe, based on past experience that you need a minimum of six feet.

Comment 4a-5

   a) We currently have an on-going problem with transients camping in the space between the bike path and the residential garden walls of the homes on Oxford Ave. This intrusion goes from Washington Blvd all the way up to Admiralty Way. I have been actively involved with Beaches and Harbors over the past few years in an effort to keep the area free of over-grown shrubbery, which in turn keeps the transients at bay. At any given time during the summer you can find individuals smoking pot, urinating on the

Comment 4a-6

Comment 4a-6 continued

trees or passed-out in the grass. I think this wonderfully well groomed Basin will be an open invitation for these individuals who migrate from Venice beach after dark. Last year we actually had someone pitch a tent between the walls and the bike path, and only moved when we called out the Sheriff to move them. The refurbished basin will be an ideal spot for this type of abuse.

Comment 4a-7

b) Trash. Walk the fence line; there is trash thrown over the fence and the current fence is over six feet high. This low fencing you are suggesting to use will not deter air-borne trash and will make it relatively easy for those who want to toss their trash over the fence while cycling on the bike path.

Comment 4a-8

c) As you are aware some time ago there was a very big problem with people disposing of domestic animals in the basin. This is what resulted in the higher fence. I am actually surprised you would entertain a lower fence given the fact that historical events brought the fence to its current height.

Nancy and Rainer Poertner
730 Oxford Ave.
Marina del Rey, Ca. 90292

PLEASE CONFIRM RECEIPT OF THIS EMAIL

Nancy Poertner
RE/MAX Estate Properties
DRE# 01870629
C: 310 403-8689
O: 310 577-5300
npoertner.remax.com

"The best compliment you can offer is a referral!"

Response to Comment Letter # 4a (Nancy and Rainer Poertner)

Response to Comment 4a-1:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.

Response to Comment 4a-2:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The trees (including the referenced Eucalyptus trees and Ficus trees) along the northeastern edge of the project site (north of the bike path) will remain in place and are not a part of the approximate 400 trees and approximately 250 shrubs classified as trees by the Marina del Rey Land Use Plan to be removed. Furthermore, mitigation measures have been provided to reduce the impacts to migratory species within the project area. Specifically, Mitigation Measures BIO-1 and BIO-2 ensure compliance with the Migratory Bird Treaty Act and would provide adequate surveys and protection for migratory birds during project construction.

Response to Comment 4a-3:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The tree removal and planting palette were based on the recommendation from the Biological Evaluation of Oxford Basin and are in compliance with Section B.5 of the Marina del Rey Land Use Plan. Mitigation Measure BIO-2 in Section 2.0, Number 4 (Biological Resources) of the Draft IS/MND is included to address the potential for nesting birds. No trees with active nest shall be removed until after the nest is vacated. Multiple surveys have been conducted in the project vicinity and have not identified active nests within the fenced area at Oxford Basin.

The County's biologist, Robb Hamilton, did not conduct formal nesting bird surveys at Oxford Basin, or at the eucalyptus trees along the bike path, during 2013. The last formal nesting-bird surveys of these trees that he conducted was in 2009, as part of field work conducted in support of the Conservation and Management Plan that dated September 16, 2010. In that document it was noted that virtually all of the hundreds of medium and large landscape trees in Marina del Rey have potential to be colonized by nesting herons or egrets, so long as they retain enough structure to support a nest (great blue herons and double-crested cormorants will nest even in leafless snags). The trees selected as nesting sites can and do change from year-to-year, or even within the same year. For example, several dozen black-crowned night-herons had nested in the eucalyptus row northeast of Oxford Basin for several years, but in 2009 only a few trees at the eastern end of the row were used, though the others showed no sign of disturbance. No one can say whether or when large numbers might return to use this site, or whether the birds breeding elsewhere along Admiralty Way (including at Yvonne B. Burke Park) may choose to move to yet another part of Marina del Rey, such as Burton Chace Park (where a modest black-crowned night-heron colony was abandoned in 2010, apparently due to predation by a single raccoon (*Procyon lotor*).

The County Biologist is aware that the eucalyptus trees near Oxford Basin provide nesting substrate for various species of "migratory birds," and it is possible that some number of black-crowned night-herons or other colonial waterbirds nested in these eucalyptus trees in 2013. As stated in Section 2.0, Number 4 (Biological Resources), subsection 4a of the IS/MND, no trees would be removed that have nesting birds. Mitigation Measure BIO-1 provides measures to avoid disturbance to nesting birds from construction noise. Specifically, it states:

> "As specified in Policies 23 and 34 of the Marina del Rey Land Use Plan (County of Los Angeles 2012), if heron and/or egret rookeries are observed, noise monitoring at active nest sites will be implemented. To minimize impacts, standard construction noise restrictions would be followed when possible and noise should not exceed 85 dB or peak preconstruction ambient noise levels at any active nesting site."

Mitigation Measure BIO-2 provides additional protection against removal of nests during project construction. It states:

> "Within three days of the proposed removal of any vegetation during breeding/nesting season (January 1-September 30), a qualified biologist shall survey the vegetation for nesting birds. No tree with an active nest shall be removed until after the nest is vacated."

Response to Comment 4a-4:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Based on a 2009 Caltrans study, in order for a vegetative strip to have a noticeable effect on noise levels, it must be dense enough to completely obstruct a visual path to the noise source and at least 100 feet wide to attenuate traffic noise by 5 dBA. Areas with an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees provides additional attenuation. The existing trees at the Project site do not obstruct a visual path to the surrounding roads. The existing site does not provide the characteristics of a sound barrier and the project proposes to maintain an absorptive ground surface with scattered trees at a density greater than existing conditions.

The replacement trees for the proposed project will grow to be approximately 8 feet tall or greater at maturity. Specific to the number of existing trees greater than 25 feet in height, these trees will be replaced at an approximate ratio of 3:1 with replacement trees that are also greater than 25 feet in height at maturity; however, the total number of trees onsite overall will be replaced at a 1:1 ratio. Noise levels experienced by residents and passersby post-construction will not be noticeably different compared to pre-construction levels. As Section 2.0, Number 12 (Noise) of the IS/MND identifies, impacts to noise levels would be less than significant.

Response to Comment 4a-5:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The fence height was carefully chosen after consideration of many options and comparison with many similar sites in the marina and within Los Angeles County. While the fence will play an important role in

establishing and maintaining site security, experience with similar sites and similar projects have provided evidence that the site rehabilitation and increased public profile will lead to a decrease of illicit behavior at the site. The fence height is adequate for the purpose and intent of the project. Furthermore, the LACFCD and the Department of Beaches and Harbors will be establishing a new maintenance plan, which will further discourage illicit activity due to increased patrols, maintenance, and other visits by county staff. The maintenance plan will be finalized prior to the completion of the project.

On June 20, 2013, Los Angeles County Department of Public Works met with the Department of Beaches and Harbors and County Sheriff's Department to discuss the public's concerns with vagrancy and public safety. These three departments will be working on a plan to patrol the site more frequently and to address the residents' concerns as they are identified. In addition, Marina del Rey Sheriff Station's phone number (310-482-6000) will be posted at the site so that residents/visitors can report suspicious activities.

Research indicates that trails typically have a neutral to positive effect on crime and vandalism (Puncochar and Lagerwey 1987). A study conducted by the Seattle Engineering Department's Office for Planning found the existence of the Burke-Gilman Trail in Seattle has little, if any, effect on crime and vandalism near and adjacent to the trail corridor (Puncochar and Lagerwey 1987). According to the study, Police officers interviewed found no greater incidence of burglaries and vandalism of homes along the trail. Residents interviewed reported that the establishment of the trail has helped to decrease the amount of litter, and discourage vagrants within the corridor. Real estate agents who buy and sell homes in areas near and adjacent to the trail found the trail brought an increase in property values and provided an added selling point.

Improvements to Oxford Basin are intended to benefit the surrounding community and provide additional recreational opportunities. No potentially significant impacts that could not be mitigated to a less-than-significant level were identified.

Reference cited:
Puncochar, B. and P. Lagerwey. 1987. Evaluation of the Burke-Gilman Trail's Effect on Property Values and Crime. Seattle Engineering Department, Office for Planning. May 1987.

Response to Comment 4a-6:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Los Angeles County Department of Public Works met with the Department of Beaches and Harbors and County Sheriff's Department n June 20, 2013 to discuss the public's concerns with vagrancy and public safety. These three departments will be working on a plan to patrol the site more frequently and to address the residents' concerns as they are identified. In addition, Marina del Rey Sheriff Station's phone number (310-482-6000) will be posted at the site so that residents/visitors can report suspicious activities.

In addition, attracting more regular public use of the area is anticipated to deter unwanted uses due to increased maintenance and patrols, increased public activity at the site, and greater visibility of the site interior. The project will improve the character of the site by adding observation areas overlooking

Oxford Basin including park benches and seat walls; replacing the fencing with ornamental fencing; replacing invasive nonnative vegetation; installing trash receptacles and lighting; and installing a walk/jog path around the perimeter of the basin.

Research indicates that trails typically have a neutral to positive effect on crime and vandalism (Puncochar and Lagerwey 1987). A study conducted by the Seattle Engineering Department's Office for Planning found the existence of the Burke-Gilman Trail in Seattle has little, if any, effect on crime and vandalism near and adjacent to the trail corridor (Puncochar and Lagerwey 1987). According to the study, Police officers interviewed found no greater incidence of burglaries and vandalism of homes along the trail. Residents interviewed reported that the establishment of the trail has helped to decrease the amount of litter, and discourage vagrants within the corridor. Real estate agents who buy and sell homes in areas near and adjacent to the trail found the trail brought an increase in property values and provided an added selling point.

Improvements to Oxford Basin are intended to benefit the surrounding community and provide additional recreational opportunities. No potentially significant impacts that could not be mitigated to a less-than-significant level were identified.

Reference cited:
Puncochar, B. and P. Lagerwey. 1987. Evaluation of the Burke-Gilman Trail's Effect on Property Values and Crime. Seattle Engineering Department, Office for Planning. May 1987.

Response to Comment 4a-7:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The restoration of Oxford Basin would improve views of the basin and improve the character of the landscape. The project would result in an improved visual appearance for the project compared to the existing condition. The project design includes the addition of approximately ten trash cans total surrounding the basin, which should significantly decrease the likelihood of litter at the site. As Identified in the IS/MND, the project will not result in significant adverse impacts to aesthetics.

Additionally, a Memorandum of Agreement will be set up between the County of Los Angeles Flood Control District, and the Department of Beaches & Harbors. This agreement will lay out a plan to address existing and future maintenance needs at the site. Public Works also will proactively work with the residents to resolve any maintenance issues/concerns.

Response to Comment 4a-8:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The issue of domestic animal abandonment at the site was resolved many years ago (i.e., county removed all the animals at the site in January 1989) and has not been a significant issue for over 20 years; this resolution was mentioned in a Los Angeles Times newspaper article (Attachment E.1). Animal abandonment has decreased locally since the late 1980s and LACDPW does not anticipate the proposed project will cause the public to reinitiate the former practice of disposing domestic animals into the

basin, especially considering that in California it is a misdemeanor to willfully abandon an animal and current public interest and humane organizations that likely would take action against seeing this practice. Planned regulatory signs will have a phone number to the Department of Animal Care & Control to address and help prevent animal abandonment at the site.

Comment Letter #4b

June 13, 2013

Re: Oxford Retention Basin

To Whom It May Concern:

Comment 4b-1

As a resident of Oxford Avenue my family has several issues with regard to the Oxford Basin project which we would like to address. On page 8 of your study you refer you refer to my residence as being a "sensitive receptor". To that end, I hope you take these comments to heart and act accordingly.

We have lived at 730 Oxford Ave for over 15 years, and therefore feel our input is valid and critical based on our experiences.

Following are our concerns with regard to your project:

Comment 4b-2

1. Removal of 400 trees PAGE 10, specifically 33 Eucalyptus. This raises several issues. One concern is for the migratory birds and the second is that these tall trees currently act as a sound barrier for noise drifting from Admiralty Way across to the residential homes which line the East side of the Basin. Providing the Eucalyptus is not diseased, we do not see the reason for their removal and in fact there is an exception given to this tree in the Land Use Plan you reference in your report.

Comment 4b-3

   a. Nesting for Migratory birds: Eucalyptus trees provide nesting grounds for migratory birds as we witness each year. We see them first hand in the Eucalyptus trees which are directly behind our homes on the bike path. When I spoke to your Biologist who was on site about the migratory birds, he wasn't aware that those birds were nesting this year in the trees along the bike path. This makes it difficult for me to believe that you have investigated the impact on the birds. Based on Section B.5 of the Marina del Rey Land Use Plan (County of Los Angeles 2012) Eucalyptus may be allowed to remain.

"Non-native vegetation should be removed from all parts of Oxford Basin on a regular, continuing basis under the supervision of a qualified professional, except where demonstrated to be critical to fulfilling an important natural process (e.g., retention of a small number of eucalyptus, ficus, or other non-native trees with regularly-nesting herons/egrets), consistent with the operation and maintenance requirements of the Los Angeles County Flood Control District ("LACFCD")." PAGE 13

Comment 4b-4

   b. Sound Barrier: The tall trees which are in the basin now serve as a sound barrier for noise coming off of Admiralty Way. According to your study you will be replacing trees with indigenous trees which grow up to 8 feet. PAGE 12 You do not indicate what the ratio of tall trees removed to tall trees replaced is. Again, I asked the biologist on site at the meeting and he agreed it was a good question but did not have an answer.

Comment 4b-5

2. Four foot ornamental fence surrounding the perimeter of the project. PAGE 9 will not adequately protect the basin from trespassers, disposal of domestic animals and trash. Several of us believe, based on past experience that you need a minimum of six feet.

Comment 4b-6

a) We currently have an on-going problem with transients camping in the space between the bike path and the residential garden walls of the homes on Oxford Ave. This intrusion goes from Washington Blvd all the way up to Admiralty Way. I have been actively involved with Beaches and Harbors over the past few years in an effort to keep the area free of over-grown shrubbery, which in turn keeps the transients at bay. At any given time during the summer you can find individuals smoking pot, urinating on the trees or passed-out in the grass. I think this wonderfully well groomed Basin will be an open invitation for these individuals who migrate from Venice beach after dark. Last year we actually had someone pitch a tent between the walls and the bike path, and only moved when we called out the Sheriff to move them. The refurbished basin will be an ideal spot for this type of abuse.

Comment 4b-7

b) Trash. Walk the fence line; there is trash thrown over the fence and the current fence is over six feet high. This low fencing you are suggesting to use will not deter air-borne trash and will make it relatively easy for those who want to toss their trash over the fence while cycling on the bike path.

Comment 4b-8

c) As you are aware some time ago there was a very big problem with people disposing of domestic animals in the basin. This is what resulted in the higher fence. I am actually surprised you would entertain a lower fence given the fact that historical events brought the fence to its current height.

Comment 4b-9

I hope you will take our concerns seriously although the neighborhood is not the confident that you will.

Sincerely,

Nancy and Rainer Poertner
730 Oxford Ave.
Marina del Rey, Ca. 90292

Response to Comment Letter # 4b (Nancy and Rainer Poertner)

Response to Comment 4b-1:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.

Response to Comment 4b-2:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The trees (including the referenced Eucalyptus trees and Ficus trees) along the northeastern edge of the project site (north of the bike path) will remain in place and are not a part of the approximate 400 trees and approximately 250 shrubs classified as trees by the Marina del Rey Land Use Plan to be removed. Furthermore, mitigation measures have been provided to reduce the impacts to migratory species within the project area. Specifically, Mitigation Measures BIO-1 and BIO-2 ensure compliance with the Migratory Bird Treaty Act and would provide adequate surveys and protection for migratory birds during project construction.

Response to Comment 4b-3:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The tree removal and planting palette were based on the recommendation from the Biological Evaluation of Oxford Basin and are in compliance with Section B.5 of the Marina del Rey Land Use Plan. Mitigation Measure BIO-2 in Section 2.0, Number 4 (Biological Resources) of the Draft IS/MND is included to address the potential for nesting birds. No trees with active nest shall be removed until after the nest is vacated. Multiple surveys have been conducted in the project vicinity and have not identified active nests within the fenced area at Oxford Basin.

The County's biologist, Robb Hamilton, did not conduct formal nesting bird surveys at Oxford Basin, or at the eucalyptus trees along the bike path, during 2013. The last formal nesting-bird surveys of these trees that he conducted was in 2009, as part of field work conducted in support of the Conservation and Management Plan that dated September 16, 2010. In that document it was noted that virtually all of the hundreds of medium and large landscape trees in Marina del Rey have potential to be colonized by nesting herons or egrets, so long as they retain enough structure to support a nest (great blue herons and double-crested cormorants will nest even in leafless snags). The trees selected as nesting sites can and do change from year-to-year, or even within the same year. For example, several dozen black-crowned night-herons had nested in the eucalyptus row northeast of Oxford Basin for several years, but in 2009 only a few trees at the eastern end of the row were used, though the others showed no sign of disturbance. No one can say whether or when large numbers might return to use this site, or whether the birds breeding elsewhere along Admiralty Way (including at Yvonne B. Burke Park) may choose to move to yet another part of Marina del Rey, such as Burton Chace Park (where a modest black-crowned night-Heron colony was abandoned in 2010, apparently due to predation by a single raccoon (*Procyon lotor*).

The County Biologist is aware that the eucalyptus trees near Oxford Basin provide nesting substrate for various species of "migratory birds," and it is possible that some number of black-crowned night-herons or other colonial waterbirds nested in these eucalyptus trees in 2013. As stated in Section 2.0, Number 4 (Biological Resources), subsection 4a of the IS/MND, no trees would be removed that have nesting birds. Mitigation Measure BIO-1 provides measures to avoid disturbance to nesting birds from construction noise. Specifically, it states:

"As specified in Policies 23 and 34 of the Marina del Rey Land Use Plan (County of Los Angeles 2012), if heron and/or egret rookeries are observed, noise monitoring at active nest sites will be implemented. To minimize impacts, standard construction noise restrictions would be followed when possible and noise should not exceed 85 dB or peak preconstruction ambient noise levels at any active nesting site."

Mitigation Measure BIO-2 provides additional protection against removal of nests during project construction. It states:

> "Within three days of the proposed removal of any vegetation during breeding/nesting season (January 1-September 30), a qualified biologist shall survey the vegetation for nesting birds. No tree with an active nest shall be removed until after the nest is vacated."

Response to Comment 4b-4:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Based on a 2009 Caltrans study, in order for a vegetative strip to have a noticeable effect on noise levels, it must be dense enough to completely obstruct a visual path to the noise source and at least 100 feet wide to attenuate traffic noise by 5 dBA. Areas with an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees provides additional attenuation. The existing trees at the Project site do not obstruct a visual path to the surrounding roads. The existing site does not provide the characteristics of a sound barrier and the project proposes to maintain an absorptive ground surface with scattered trees at a density greater than existing conditions.

The replacement trees for the proposed project will grow to be approximately 8 feet tall or greater at maturity. Specific to the number of existing trees greater than 25 feet in height, these trees will be replaced at an approximate ratio of 3:1 with replacement trees that are also greater than 25 feet in height at maturity; however, the total number of trees onsite overall will be replaced at a 1:1 ratio. Noise levels experienced by residents and passersby post-construction will not be noticeably different compared to pre-construction levels. As Section 2.0, Number 12 (Noise) of the IS/MND identifies, impacts to noise levels would be less than significant.

Response to Comment 4b-5:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The fence height was carefully chosen after consideration of many options and comparison with many similar sites in the marina and within Los Angeles County. While the fence will play an important role in establishing and maintaining site security, experience with similar sites and similar projects have

provided evidence that the site rehabilitation and increased public profile will lead to a decrease of illicit behavior at the site. The fence height is adequate for the purpose and intent of the project. Furthermore, the LACFCD and the Department of Beaches and Harbors will be establishing a new maintenance plan, which will further discourage illicit activity due to increased patrols, maintenance, and other visits by county staff. The maintenance plan will be finalized prior to the completion of the project.

On June 20, 2013, Los Angeles County Department of Public Works met with the Department of Beaches and Harbors and County Sheriff's Department to discuss the public's concerns with vagrancy and public safety. These three departments will be working on a plan to patrol the site more frequently and to address the residents' concerns as they are identified. In addition, Marina del Rey Sheriff Station's phone number (310-482-6000) will be posted at the site so that residents/visitors can report suspicious activities.

Research indicates that trails typically have a neutral to positive effect on crime and vandalism (Puncochar and Lagerwey 1987). A study conducted by the Seattle Engineering Department's Office for Planning found the existence of the Burke-Gilman Trail in Seattle has little, if any, effect on crime and vandalism near and adjacent to the trail corridor (Puncochar and Lagerwey 1987). According to the study, police officers that were interviewed found no greater incidence of burglaries or vandalism of homes along the trail. Residents that were interviewed reported that the establishment of the trail has helped to decrease the amount of litter and discourage vagrants within the corridor. Real estate agents who buy and sell homes in areas near and adjacent to the trail found the trail brought an increase in property values and provided an added selling point.

Improvements to Oxford Basin are intended to benefit the surrounding community and provide additional recreational opportunities. No potentially significant impacts to aesthetics, public services, or recreation were identified.

Reference cited:
Puncochar, B. and P. Lagerwey. 1987. Evaluation of the Burke-Gilman Trail's Effect on Property Values and Crime. Seattle Engineering Department, Office for Planning. May 1987.

Response to Comment 4b-6:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Los Angeles County Department of Public Works met with the Department of Beaches and Harbors and County Sheriff's Department n June 20, 2013 to discuss the public's concerns with vagrancy and public safety. These three departments will be working on a plan to patrol the site more frequently and to address the residents' concerns as they are identified. In addition, Marina del Rey Sheriff Station's phone number (310-482-6000) will be posted at the site so that residents/visitors can report suspicious activities.

In addition, attracting more regular public use of the area is anticipated to deter unwanted uses due to increased maintenance and patrols, increased public activity at the site, and greater visibility of the site interior. The project will improve the character of the site by adding observation areas overlooking Oxford Basin including park benches and seat walls; replacing the fencing with ornamental fencing;

replacing invasive nonnative vegetation; installing trash receptacles and lighting; and installing a walk/jog path around the perimeter of the basin.

Research indicates that trails typically have a neutral to positive effect on crime and vandalism (Puncochar and Lagerwey 1987). A study conducted by the Seattle Engineering Department's Office for Planning found the existence of the Burke-Gilman Trail in Seattle has little, if any, effect on crime and vandalism near and adjacent to the trail corridor (Puncochar and Lagerwey 1987). According to the study, Police officers interviewed found no greater incidence of burglaries and vandalism of homes along the trail. Residents interviewed reported that the establishment of the trail has helped to decrease the amount of litter, and discourage vagrants within the corridor. Real estate agents who buy and sell homes in areas near and adjacent to the trail found the trail brought an increase in property values and provided an added selling point.

Improvements to Oxford Basin are intended to benefit the surrounding community and provide additional recreational opportunities. No potentially significant impacts to aesthetics, public services, or recreation were identified.

Reference cited:
Puncochar, B. and P. Lagerwey. 1987. Evaluation of the Burke-Gilman Trail's Effect on Property Values and Crime. Seattle Engineering Department, Office for Planning. May 1987.

Response to Comment 4b-7:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The restoration of Oxford Basin would improve views of the basin and improve the character of the landscape. The project would result in an improved visual appearance for the project compared to the existing condition. The project design includes addition of approximately ten trash cans surrounding the basin, which should significantly decrease the likelihood of litter at the site. The project will not result in significant adverse impacts to aesthetics.

Additionally, a Memorandum of Agreement will be set up between the County of Los Angeles Flood Control District, and the Department of Beaches & Harbors. This agreement will lay out a plan to address existing and future maintenance needs at the site. Public Works also will proactively work with the residents to resolve any maintenance issues/concerns.

Response to Comment 4b-8:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The issue of domestic animal abandonment at the site was resolved many years ago (i.e., county removed all the animals at the site in January 1989) and has not been a significant issue for over 20 years; this resolution was mentioned in a Los Angeles Times newspaper article (Attachment E.1). Animal abandonment has decreased locally since the late 1980s and LACDPW does not anticipate the proposed project will cause the public to reinitiate the former practice of disposing domestic animals into the basin, especially considering that in California it is a misdemeanor to willfully abandon an animal and

current public interest and humane organizations that likely would take action against seeing this practice. Planned regulatory signs will have a phone number to the Department of Animal Care & Control to address and help prevent animal abandonment at the site.

Response to Comment 4b-9:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.

Comment Letter #5

Soriano, Reyna

From: Jim Doty <jim.doty@lacity.org>
Sent: Friday, June 07, 2013 1:36 PM
To: Soriano, Reyna; Svensson, Joshua
Cc: Jim Burman
Subject: Oxford Retention Basin Multiuse Enhancement Project

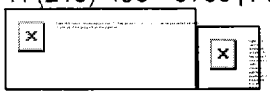
Ms. Soriano,

Comment 5-1 The City of Los Angeles, Department of Public Works, Bureau of Engineering has reviewed the Initial Study and proposed Mitigated Negative Declaration for the Oxford Retention Basin Multiuse Enhancement Project. As shown in Figure 3 in the Initial Study, a 27" VCP sewer and associated maintenance holes, constructed in 1933, are within the project boundaries. However, the Initial Study does not indicate how these structures may be affected by the proposed sediment removal or parapet wall, nor what protective measures may be required. Please verify that the existing sanitary sewer structures will be protected in place.

Comment 5-2 Thank you for the opportunity to comment on this project. Please let me know if you need any additional information.

--
Thank you,

Jim Doty, Environmental Affairs Officer
Environmental Management Group
T: (213) 458 - 5759 | F: (213) 847-0656



Response to Comment Letter # 5 (Jim Doty)

Response to Comment 5-1:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. The existing 27 inch sanitary sewer line along with the associated maintenance manholes on the two peninsulas within the basin will be protected in place. The proposed grading of the basin and design of the parapet wall included consideration of the depth to the existing sewer line. Both items of work will not disturb the sewer line or the manholes. The parapet walls around the peninsulas will include a locked gate at each observation deck for access to the maintenance manholes.

Response to Comment 5-2:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.

Comment Letter #6

Soriano, Reyna

From: P BEERY <pbeeryp@hotmail.com>
Sent: Wednesday, June 12, 2013 6:51 PM
To: Soriano, Reyna
Cc: Svensson, Joshua
Subject: Oxford Retention Basin

Dear Ms Soriano,

Comment 6-1 **As a resident living at 678 Olive Avenue, directly north of the proposed project I vehemently object to the project being a place for the public to visit!!**

Comment 6-2 **Plans to improve the property to be more beautiful is wonderful, as it is certainly unsightly. but to invite more traffic into the area is really with total disregard to the terrible impact it has on the traffic in the area. As it is, people, travelers, residents can hardly navigate the area without traffic delays, gridlock and long, long lines waiting for traffic signals to change. Every additional building and entity adds to the commercialism of the area without regard to the balance of population to commercial property.**

Comment 6-3 **I wish I had been able to attend the meeting on the 29th. I would have voiced my objection to one more commercial entity in the area.**

Comment 6-4 **To make the area more naturally pleasing is one thing, but to do it for a commercial purpose is not okay. Where will people park?**

Comment 6-5 **On my street in front of our homes. And will the area still serve as a flood gate? Or will our homes now flood as they used to in the 70s?**

P Beery
678 Olive Ave,
Venice CA 90291
pbeeryp@hotmail.com

Response to Comment Letter #6 (P Beery)

Response to Comment 6-1:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.

Response to Comment 6-2:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. The proposed project does not include any new public buildings and would not be a new entity to the Marina del Rey area. Oxford Basin is not considered a commercial property. The recreational opportunities to be enhanced are passive and would not be expected to attract or generate significant additional vehicular traffic. As described in the Draft IS/MND, Section 2.0, Number 16 (Transportation/Traffic), traffic counts on major streets in the vicinity of Oxford Basin were analyzed and it was determined there would be less than significant traffic impact. The proposed project would generate minor temporary increase in traffic during the construction phase. It is not anticipated to significantly change local traffic patterns or to cause an increase in traffic due to population growth or change in land use, as no new housing or commercial uses are proposed as part of the project. The project is not anticipated to generate new vehicle trips that would impact the existing level of service. Accordingly, a traffic impact analysis was not necessary, and was not prepared, for this project.

Response to Comment 6-3:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the project provided in the Draft IS/MND, no further response is necessary.

Response to Comment 6-4:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Oxford Basin is not considered a commercial property and the proposed project is not considered a commercial purpose. The purpose of the proposed project is to improve water quality, habitat quality, aesthetics, and recreational opportunities within Oxford Basin. A comprehensive and detailed parking study was performed by Raju Associates, Inc. (Draft Right-Sizing Parking Study, November 2009; Appendix C of the IS/MND) to assess the public parking needs within the Marina del Rey area. According to the study public parking lots in Marina del Rey are underutilized. Both current and future needs were assessed through the year 2030 and right-sizing of public parking within various areas in Marina del Rey have been addressed as part of this study. The results of the showed that there would be more than adequate public parking supply within the Marina to meet current and future needs.

There are two public parking lots adjacent to the Oxford Basin area that serve nearby residents, as well as visitors to the Marina facilities. Lot 7 located at 4350 Admiralty Way has 120 parking spaces for use, Lot 9 located at 14110 Palawan Way has 186 parking spaces available for use, and street parking is also available on Washington Blvd. adjacent to Oxford Basin. Residents and visitors to the Oxford Basin and

Marina facilities have the option to park in one of these public parking lots or have the ability to park in any other public parking lot in the Marina and use the Water Taxi or the Shuttle to reach their final destinations. There would be a less than significant impact to parking. This has been added to Section 2.0, Number 16 (Transportation/Traffic) of the IS/MND.

Response to Comment 6-5:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

As discussed in Response to Comment 6-4 above, there are two public parking lots adjacent to the Oxford Basin area that serves nearby residents, as well as visitors to the Marina facilities. Lot 7 located at 4350 Admiralty Way has 120 parking spaces for use, Lot 9 located at 14110 Palawan Way has 186 parking spaces available for use, and street parking is also available on Washington Blvd. adjacent to Oxford Basin. Residents and visitors to the Oxford Basin and Marina facilities have the option to park in one of these public parking lots, on the street, or they have the ability to park in any other public parking lot in the Marina and use the Water Taxi or the Shuttle to reach their final destinations. There would be a less than significant impact to parking. This has been added to Section 2.0, Number 16 (Transportation/Traffic) of the IS/MND.

The primary function of Oxford Basin will continue to be to serve as a flood control facility. The proposed project will not increase flooding risk; in fact, the project will enhance flood protection capability. The proposed project will include removal of accumulated sediment from the bottom of Oxford Basin to restore the basin to its original capacity. The addition of the parapet walls around the perimeter closest to Washington Blvd will provide an additional two feet of freeboard within the basin to increase flood risk management. Existing tide gate structures will be replaced due to deterioration.

Oxford Basin's primary role is to receive storm runoff from and to provide flood control for the Marina and surrounding communities. However, the proposed project will take the opportunity to increase habitat values of Oxford Basin and to promote its enjoyment by residents and visitors to Marina del Rey without compromising its flood control mission. As noted in Section 2.0, Number 9 (Hydrology and Water Quality) of the IS/MND, the project would not increase flooding risk. The project would not expose people or structures to risk of loss, injury, or death involving flooding. No impact would occur.

Comment Letter #7a

To: County of Los Angeles
Department of Public Works
Programs Development Division, 11th Floor
Attn: Ms. Reyna Soriano, P.O. Box 1460
Alhambra, CA 91802-1460
Mailed electronically to: rsoriano@dwp.lacounty.gov

June 17, 2013

Proposed Oxford Retention Basin Multiuse Enhancement Project (ORBMEP) Mitigated Negative Declaration (MND) and Initial Study (IS) comments and questions by:

Douglas Fay
644 Ashland Ave Apt A
Santa Monica, CA 90405
Tele: 310 437-0765
Email: douglaspfay@aol.com

Comment 7a-1

Opening comment: I've read the proposed ORBMEP MND/IS and other relative documents and find several areas of concern including, but not limited to, potentially significant impacts and ambiguous, conflicting, incomplete, inaccurate, and misleading designations, wording, statements, and project goals.
A full Environmental Impact Report (EIR) is needed for this project as proposed. If an alternative proposed project is to be considered with a MND, it should be consistent with the 1963 designation by the Los Angeles County (County) Board of Supervisors (BOS) as a Bird Conservation Area (BCA) and historical Oxford Ave drainage and flood control.

Section 1.0 – ENVIRONMENTAL CHECKLIST FORM

Page 1

1. Project Title: Oxford Retention Basin Multiuse Enhancement Project

Comment 7a-2

Comments: The project title is ambiguous. You can't enhance BCA habitat value by increasing other uses specifically, human and domestic animal access and flood storage capacity. The intent of the designation as a BCA and multiuse as an Oxford St/Ave drainage basin was compatible with each other and environmentally sound.
History has shown that the easements granted by the BOS that allowed the Los Angeles County Flood Control District (LACFCD) to discharge waters other than from the Oxford St/Ave drainage have been significantly detrimental to the habitat value and water quality of the BCA and Marina Del Rey (MDR) Harbor.

2. Lead Agency Name and Address: LACFCD

Comment 7a-3

Comments: I question the appropriateness and/or legality of the LACFCD as the lead agency for the proposed project. The 8. Description of Project states, "The ORBMEP proposed by the Los Angeles County Department of Public Works (LACDPW)"…

The LACDPW held the public meeting on May 29, 2013 to present the ORBMEP.

5. Project Sponsor's Name and Address: LACFCD

Comment 7a-4

Comment: LACFCD is not the sole sponsor for the proposed project. To state otherwise is inaccurate and misleading. Los Angeles County Department of Beaches and Harbors (LACDBH) was declared a project partner by LACDPW at the May 29, 2013 public meeting.

6. General Plan (GP) Designation: Open Space (OS) – MDR Land Use Plan (LUP).

Comments and questions: The majority of the Oxford Wetland/Lagoon/Basin, which is part of the historical Ballona Wetlands, is a water body connected to the ocean by tidegates through E Basin of the MDR Harbor.
Why is a water body designated Open Space?
The purported OS designation is Passive on Map 9 of the MDR LUP of which the definition states: Areas that require minimal or no development that is subordinate to the

Comment 7a-5a

natural environment and are designed for the enjoyment of the marine and natural resources of Marina del Rey.
The current conditions and management imposed by the County and proposed project are not subordinate to the welfare of the natural environment. The current designation is ambiguous and conflicting with the proposed project.
Is the MDR LUP definition of open space meaning recreational uses, compatible with the BOS BCA designation?

Comment 7a-5b

What is the County's definition of a designated BCA?
Environmentally Sensitive Habitat Area (ESHA) is much more consistent with a designated BCA, than Open Space designation, which a conflicting designation.

8. Description of Project:

The description of project is problematic. The proposed project property formerly known as Parcel P was officially designated and named the Los Angeles County Bird Conservation Area in 1963 has had several other names: the Oxford Street Flood Control Basin, the Oxford Drainage Basin, the Oxford Basin, the Oxford Lagoon, the Oxford Wetlands, the Oxford Estuary, the Bird Sanctuary, the Bird Refuge, the Duck Pond, and possibly others.

Comment 7a-6a

The Oxford Basin (OB) is described here specifically as "a flood control facility operated by the LACFCD". This description is inaccurate, incomplete, and misleading.
It is further described as "a large retention pond that is inundated year-round" which is inaccurate and misleading. A pond is defined as "a small still body of water". Inundated is defined as "to overwhelm or flood".
The proposed project site is not a still body of water because it has mechanically controlled tide gates and storm drain easements that vary the water level.
To the best of my knowledge, the proposed project site has never been inundated year-round.

The OB description is purported to have high groundwater, even though to the best of my knowledge, there are no springs in the OB or immediate area, which is inaccurate and misleading.

Comment 7a-6b

The last sentence of the first paragraph states, "The ORBMEP proposed by the LACDPW (not LACFCD) is designed to improve water quality, habitat quality, aesthetics, and recreational opportunities in the OB." On Page 34 of this document it states, "The proposed project is restoration of a wetland area." While I agree the proposed project area is a wetland area that has been compromised by the County's management, these two statements are inconsistent and ambiguous because the proposed project is not restoration of a wetland area or compatible by design.

Page 2

Comment 7a-7

Figure 1: Project Location Map – Is inaccurate, incomplete and misleading. It only shows a partial of the water body, not the entire parcel, or APN.

Page 3

Comment 7a-8

The first paragraph states, "Figure 2 shows the location of the various facilities in OB." Facility is defined as "something designed or created to provide a service or fulfill a need." Absent from Figure 2 are the removed or inappropriately restricted fresh water facilities that subsequently have significantly diminished the ability of the proposed project site to provide basic sustenance for terrestrial and avian life forms, which is completely contradictory to benefiting habitat quality.

Comment 7a-9a

The second paragraph states the two existing tide gates and associated components need replacement due to deterioration. A plan to keep the marina water from entering the work area around the tide gates will be implemented. This may include the use of bladder type dams to prevent water passage through the tide gates.

If the tide gates need to be replaced for maintenance purposes, how long have they been there, what was the expected lifespan, and how long would you expect the new gates and associated components to last?

Comment 7a-9b

Where is the environmental analysis and mitigation for the impacts associated with using bladder type dams? All aquatic life not rescued during the draining of this wetland, similar to the recent fate of the Malibu Lagoon ecosystem, will perish. Environmental impacts will be significant. Please elaborate if needed.

Comment 7a-9c

It states "A plan....will be implemented. This may include..."

There is no plan at this time, which means environmental impacts are unknown and may be significant.

Comment 7a-10

The third paragraph states, "To restore Oxford Basin's original capacity..." (which will be addressed in paragraph five) and vaguely describes the associated pollutants in the approximately 250 cy of Class I hazardous waste that are anticipated to be removed from the basin. It states an Environmental Investigation Report was prepared to assess the project site. There is no explanation as to where the hazardous waste originated from: naturally occurring, from the storm drains, from the MDR Harbor, etc., or a remedy to

Comment 7a-10 continued

prevent hazardous waste from accumulating again, which is problematic. On Page 6 an additional anticipated 3,700 cy of Class I hazardous waste is proposed to be removed along the basin perimeter.
Approximately 2,750 cy of Class III non-hazardous waste is proposed to be removed from the basin on Page 3 and on Page 6 an additional 3000 cy of Class III non-hazardous waste along the basin perimeter will be removed.
This is an approximate total of 9,700 cy of an ecosystem, a wetlands habitat, to be removed.

Comment 7a-11a

The fourth paragraph describes a proposed berm to be constructed between the tide gates that will be vegetated and approximately 0.45 of an acre. This berm is purported to improve water quality, the intent to improve water circulation, in combination with programming the tide gates to increase tidal flow, which increases velocity significantly. At the May 29, 2013 public meeting a member of the public asked something to the effect of has this been done before, where are the models, and/or is this experimental? The reply by the LACDPW Project Engineer was no, it has not been done before, there is no modeling, therefore, it is experimental.

Comment 7a-11b

There are several potential significant impacts that have not been considered associated with this experimental berm and tide gate programming:
Will the berm attract roosting or perching birds and potentially degrade water quality significantly, within the OB and MDR Harbor, with copious amounts of excrement? This was the problem when too many domestic animals were introduced to the OB.
Potential significant impacts to human health may reoccur when commercial divers, and recreational users, in the MDR Harbor E Basin are again exposed to high levels of pathogens, through wildlife excrement and urban/storm drain discharges.

Comment 7a-11c

Impacts from emerging synthetic compounds entering the urban/storm drain system have not been adequately evaluated and could be potentially significant.

Comment 7a-11d

Impacts to aquatic life forms by significantly increasing water velocity and inducing higher salinity levels throughout the basin have not been adequately evaluated.

Comment 7a-11e

Impacts to water quality in the MDR Harbor due to the increased rate of flushing out the basin, not allowing pollutants and pathogens to settle in the basin, may be potentially significant.

Comment 7a-12a

The fifth paragraph states, "In the past, basin water has over flowed onto Washington Boulevard. To prevent this from reoccurring, a new 1,050-foot-long reinforced parapet wall would be constructed…a maximum of approximately 2 feet above finish grade." To the best of my knowledge, and others, the basin never over flowed onto Washington Blvd. This statement is inaccurate and misleading. The lowest point of the basin historically was the Oxford Avenue drainage, which is significantly lower than Washington Blvd. If the County's planners, engineers, and permitting agencies have created an unsafe condition by allowing the bike path and residential development to be built upon the Oxford Avenue drainage, they should be forthcoming in the proposed project description and requested at this time. This is a potential significant impact.

Comment 7a-12b

Furthermore, contrary to the third paragraph that states, "To restore Oxford Basin's original capacity…" the proposed new parapet wall to be constructed to a maximum of approximately 2 feet above finish grade, appears to be designed to increase capacity

Comment 7a-12b continued

significantly. This has not been adequately evaluated and potential significant impacts exist beyond the proposed project site. A naturally occurring event, potentially induced by climate change, combined with mechanical or operational failures and/or parapet wall failure associated with the proposed project, have the potential to cause severe flooding and/or life threatening endangerment to the human inhabitants of the adjacent low lying residential area. This is a potential significant impact. 100 year flood mapping would need to be changed and is not addressed. Property owners have not been notified of this potentially significant impact.

Comment 7a-12c

For whatever the reason, significant amounts of trash enter the OB and MDR Harbor. Will the proposed trash excluders prevent 100% of trash from entering the storm drain? Please elaborate if needed.

Page 4

Comment 7a-13

The first paragraph states, "A single-grated catch basin may be constructed...The catch basin will collect..." Again, the MND is inadequate because the project is not clearly defined. "May" is ambiguous to "will". There is no mention of needed trash excluders. It states "a new paved boat ramp...will allow access to the basin for routine maintenance, trash removal, and water quality monitoring." Locked gates will prevent access to the public.

The County has failed to do adequate routine maintenance, trash removal, and water quality monitoring within the basin for decades. Audubon societies were to be allowed into the basin as part of the BCD dedication. How many environmental groups currently have access to the basin and how many will have access after the proposed project if implemented is unknown. Potential significant impacts exist.

Comment 7a-14

The second paragraph recognizes that the Admiralty Settlement Project is within and/or adjacent to the proposed project site. Unstable basin slopes, poor subgrade material and settling are a concern. It states, "This project will reconstruct the existing slope with Green Terramesh soil reinforcement or an approved equal substitute to stabilize the underlying soils."

Again, the project description has incomplete and/or inadequate environmental review and potential significant impacts exist. "Or" means uncertainty in planning and execution. Applying a soil reinforcement does not guarantee underlying soils will be stabilized. Admiralty Way continuously slumps at will adjacent to the OB. Alternatives to the proposed project need to be considered.

Comment 7a-15a

The fourth paragraph "Habitat quality" describes several concerns that are ambiguous and problematic which may result in potential significant impacts. The meaning and uncertain outcome of replacing "non-native" vegetation with "more native" vegetation is unknown. What is the County's definition of "more native"? If it means anything other than native to Southern California Coastal Wetlands it is ambiguous and unacceptable. To state native vegetation requires less water isn't always true. Reeds and other aquatic fresh water plants needed to cleanse a reasonable amount of toxins from the adjacent drainage areas need fresh water, which eludes to the possibility that the project as

Comment 7a-15a continued

proposed will not improve water quality and habitat value to the anticipated levels members of the public expect. This is problematic.

Comment 7a-15b

"Approximately 161,000 square feet total of non-native vegetation will be removed along the basin perimeter and replaced with more native, drought-tolerant plants." Again, the definition of "more native" is unknown. The project description should adequately describe the plants and trees proposed for the project and the life forms anticipated to inhabit and flourish in the OB after project completion. How much vegetation within the OB ecosystem would remain untouched?

Comment 7a-15c

Proposed improvements include removal of 400 trees and replacing them with 550 trees. In addition, "The landscaping plan calls for an additional 100 trees…these trees may be used towards tree replacement necessary under the MDR LUP requirement for another future project in MDR." The project description does not state how many trees currently live in the OB or how many square feet/acres of land available that will not be subjected to submersion when the basin reaches projected full capacity. As proposed, tree density will increase by 250 trees. The specific types and proposed density of the trees is vague. There is no mention of open space habitat desired by avian species, both migratory and local, within the proposed OB project. What is the reasoning for the proposed expenditure and planting of 100 additional trees within the OB as mitigation for another future project in MDR? If part of this project is to be a requirement of another future project in MDR, potential significant impacts exist.

Comment 7a-15d

An irrigation system would be installed and remain to irrigate vegetation. Again, there is no mention of an acceptable fresh water source needed for terrestrial and avian life. It states that, "As a result of this project, wetland area would increase by approximately 12,197 square feet." It does not say how many square feet of habitat area will be lost to recreational and flood control purposes.

Comment 7a-16

Paragraph one – Of the approximate total of 9,700 cy of sediment and soils material to be removed, 6,700 cy of contaminated soils would be replaced with clean imported fill. The soil composition and origination of the clean imported fill is unknown and potentially significant impacts may exist. There is no mention of the Environmental Investigation Report specifying what is needed to replace what is removed.

Comment 7a-17a

Paragraph two states, "To improve recreational opportunities," and vaguely describes conceptual design possibilities, all of which significantly conflict with a habitat area that is a designated BCD. For instance, "would likely consist, would likely include" and "Final design features may vary slightly. Should the design process result in substantially different features, Public Works will review the document to determine if any further review under CEQA is necessary." indicate that the County already knows the project as proposed is problematic and potentially significant impacts may exist.

Comment 7a-17b

"Proposed perimeter fencing with approximately 3,550 linear feet of 4-foot-high ornamental steel fencing would be installed around the perimeter of the basin to provide space for safety purposes between the public area and the basin's water edge." As proposed, if the fencing is located at the basin's water edge as stated, there will be no to

Comment 7a-17b continued

minimal terrestrial habitat area that is not compromised by increased recreational activity. This would be a significant and unavoidable environmental impact.
The California Coastal Commission (CCC) guidelines for trails include, "that the trail be designed and located to: 1) avoid any significant disruption of habitat values in, or significantly degrade, environmentally sensitive habitat areas to the maximum extent feasible." The project as proposed does not adhere to this principle whatsoever.

Comment 7a-18

Paragraph three states, "The project has been designed to avoid safety impacts to recreational users of the project area." The Admiralty Way curve bordering the proposed project site's new 6- to 8-foot wide walk/jog path is notorious for automobile accidents. Installation of a guardrail to provide reasonable protection to recreational users is absent from the proposed project. Potentially significant impacts to public safety may occur. Other public safety hazards that may occur that are not recognized in the proposed project are wildlife/recreational user conflicts due to increased recreational activity.

Page 7

Comment 7a-19

Project description states, "the contractor is required to secure their own staging area." The heavy equipment staging area is unknown and potentially significant impacts may occur.

Comment 7a-20a

The paragraph starts by stating, "The sediment would be excavated....after the basin is dewatered." Again, all aquatic life forms not saved during the dewatering process would perish. This would be a significant and unavoidable environmental impact.

Comment 7a-20b

"The soil below the waterline for this project will present a problem in that sufficient drying time (via stockpiling) may not occur and when loaded onto a bottom dump truck, leakage of muddy water could occur." and "Some of the sediment has been classified as hazardous waste material." It is anticipated that approximately 250 cy of Class I hazardous waste sediment will need to be disposed of. Potentially significant impacts to public health may exist if the hazardous waste becomes airborne and/or there is a spill offsite.

Page 8

9. Surrounding Land Uses and Setting:

Comment 7a-21

The statement, "The project is surrounded by residential and commercial land uses." is misleading and further description inadequate. There are currently only 2 story residential single-family homes adjacent to the OB parallel to Oxford Ave. Stating that, "Single-family residences are located, at the closest point to the project, approximately 200 feet to the north, approximately 100 feet west, and approximately 85 feet east of the project site." is inaccurate and misleading, which could result in potential significant impacts. Admiralty Way and Washington Blvd. are adjacent to two of the other project site boarders. "Yvonne B. Burke Park is located adjacent to the east of the project site." Completely absent from the Surrounding Land Uses and Setting description is the parking lot adjacent to the remaining boarder, formerly known as Parcel OT, that is a

Comment 7a-21 continued

current County project proposed to be a multi-story senior living development that would loom adjacent to the OB, which conflicts with designated BCA principles. Potentially significant impacts exist.

Table 2:

Comment 7a-22a

Absent from the, "Other public agencies whose approval is required....or participation agreement" is the Santa Monica Bay Restoration Commission (SMBRC). The County has several seats on the SMBRC and County representatives attend all SMBRC Governing Board meetings. In the SMBRC's 2008 Santa Monica Bay Restoration Plan (BRP) Page 39 it states, "Objective 7.8: Restore Oxford Lagoon....A comprehensive restoration plan needs to be developed and implemented...Milestone 7.8a: Set up an advisory group for restoration planning by 2009....Implementation Lead: County of LA...Role of SMBRC: Participate....Milestone 7.8b: Complete restoration design and CEQA process by 2010...Implementation Lead: County of LA....Role of SMBRC: Participate."
When I asked LACDPW Project Engineer Josh Svensson at the May 29, 2013 public meeting if an "advisory group" had been set up for restoration planning, his reply was, "No."
When I contacted LACDBH Director Santos Kreimann in 2011 regarding the Oxford Flood control Retention Basin and adjacent Parcel OT his reply was, "Restoration planning and community involvement began in 2008 and finished September 2009."
I have not found anyone from the community and/or local environmental groups that sat on an Oxford Basin Restoration Advisory Group. Please elaborate if needed.
Director Kreimann also replied that, "Design and CEQA processes are currently still underway."
What concerns me even more is on 10/4/2011, Director Kreimann signed a Renewal of Lease Option Agreement, with Oceana, to develop Parcel OT, which was adopted by the BOS that states, "There is no impact on other current services or projects." This statement is false and potential significant impacts exist.

Comment 7a-22b

Also absent is the CCC permit and approval. I submitted a letter to the CCC on June 15, 2011 stating, "The parking lot adjacent to the Oxford Lagoon is ideal for restoration."

Page 11

SECTION 2.0 – ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

With the exception of a few, all of the environmental factors may have Potentially Significant Impacts relevant to the proposed project(s) on the site APN.

Comment 7a-23

Determination:

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

1. AESTHETICS

Comment 7a-24a

a) Potentially Significant Impact (PSI) – Reduction of habitat value due to the planned increase in recreational uses, increase in tree density, & increased flood storage capacity MAY significantly reduce the terrestrial and avian scenic opportunities, especially migratory and marine bird watching.
The argument for consistency with Coastal Policy Act (CPA) 30251 is false. If CPA 30251 was adhered to, the proposed projects on this APN, the OB and adjacent parking lot OT, the BCA would be restored as such with priority given to removing the bike path, removing the storm drains at Washington Blvd., and relocating the bike path and recreational uses on the parking lot, consistent with 1996 MDR LUP which states, "12. No designated public parking areas, including, but not limited to Lots OT, UR or FF shall be converted to uses other than public parking or public park purposes."
This policy was written to protect the aesthetic quality of the BCD. Potentially significant impacts may occur because the County intends to lease Parcel OT to a developer, which intends to build a multistory building and "has agreed to build and maintain a portion of the Project walkway;".
Increasing the tree density significantly (+ 250 trees) may have a potentially significant negative impact for desired species of wildlife.
Furthermore, MDR LUP Section B.5 has never been adhered to ever since LACFCD was granted easements into the Oxford BCA.

Comment 7a-24b

b) PSI – The proposed project would reduce bird sanctuary habitat for migrating and local wildlife. Algal growth will continue regardless.

Comment 7a-24c

c) PSI – the site is a BCA. The adjacent County project parcel, which shares the same APN and project features, will significantly degrade the visual character.

Comment 7a-24d

d) PSI – New "Lighting would be installed along the parimeter trail…" which is incompatible with a BCA.

2. AGRICULTURE AND FORESTRY RESOURCES

Comment 7a-25

a) PSI – Aquaculture and hatchery projects that were linked to research and education opportunities developed on adjacent Parcel OT shall be considered.
e) Same as a)

3. AIR QUALITY

Comment 7a-26a

a) PSI - The project converts a BCA/wetland and parking lot that shall remain a parking lot or public park, into a recreational park and a multistory senior living facility. It sets a precedence that viable habitat areas are to be developed and air quality is not a concern.

Comment 7a-26b

b) PSI – A healthy water body works as a carbon sink. An unhealthy water body for example, a flood control settlement basin, may contribute to poor air quality.

Comment 7a-26c

c) PSI – "the proposed project would result in increases in criteria pollutants during construction." It will increase pollutants during future dewatering and toxic sludge removal maintenance, which will occur in perpetuity if the imported storm water drains are not removed.

Comment 7a-26d

d) PSI – The project is located in a former dump site area. Unknown pollutant concentrations and Class I hazardous waste exists that may become airborne dust. During construction it states, "streets…adjacent to the project site should be swept at least once per day…" The word "should" is passive and meaningless when it comes to being enforced. What about the homes and inhabitants?

Comment 7a-26e

e) PSI – the proposed dewatering and Class I hazardous waste removal may create objectionable odors.

4. BIOLOGICAL RESOURCES

Comment 7a-27a

Intro – The purpose of the Oxford Flood control Basin was to receive from and protect the Oxford Street neighborhood drainage area, nothing more, which the County violated. And when the County did, they significantly degraded the habitat value by replacing native growth with non-native. The OB was managed as a BCA. Bird Sanctuary signs were erected on the perimeter fencing and fresh water was provided for wildlife.

Comment 7a-27b

a) PSI - The varying salinity levels associated with increased flood storage capacity and increased ocean water volumes and velocity, may be catastrophic for the majority of the aquatic life that tries to establish itself in the OB. An ecosystem habitat based restoration project, consistent with BCA designation, would be significantly different than what is being proposed.
Mitigation Measure BIO-1: is problematic because it uses the words "should" and "provide guidance".

Comment 7a-27c

b) PSI – Reestablishing native plants will be problematic because of the proposed drastic varying salinity and water levels that are uncharacteristic of the historical Ballona Wetlands habitat areas.

Comment 7a-27d

c) PSI – Yes, allowing the County to discharge imported storm water runoff into the OB may impose a substantial adverse effect on the wetlands in perpetuity.

Comment 7a-27e

d) PSI – An LA Times article dated March 24, 1963 covering the Los Angeles County Bird Conservation Area dedication states the refuge will be the only one between San Diego and Morro Bay for the migratory shore birds. The primary concern for professor Roland C. Ross, the man that worked for 6 years in creating the BCA, was to keep humans, cats, dogs and vermin from the bird refuge. The proposed project increases recreational access, which is the opposite of the designated BCA's purpose. The wildlife currently in the OB has been significantly reduced from historical levels because of the County.

Comment 7a-27f

e) PSI – The project conflicts with BCA designation. The County's Parcel OT project, that shares the same APN as this proposed County project, conflicts with 1996 MDR LUP policy language that says it shall remain a parking lot or public park, not a multistory senior living facility.

Comment 7a-27g

f) PSI – Yes it would. The proposed project site is a dedicated BCA, which was recognized by the County, the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, conservation groups and others.

5. CULTURAL RESOURCES

Comment 7a-28a

a) PSI – It is my understanding that local Native Americans may be interested in the historical Ballona Wetlands. The OB is part of the historical Ballona Wetlands. The wishes of the local Native Americans need to be respected.

Comment 7a-28b

b) PSI – May occur if excavation depths exceed the original grade.

Comment 7a-28c

c) PSI – Yes, the proposed project and adjacent development will destroy a wildlife wetlands area. It will look like a condominium and recreation park.

Comment 7a-28d

d) PSI – Over 400 Native American remains were disturbed nearby at Playa Vista when Ballona Wetlands were being developed.

6. GEOLOGY AND SOILS

Comment 7a-29a

iii) PSI – Removal of clays and equipment vibration may cause failures, especially on the Admiralty Way side of the proposed project that constantly slumps and shifts.
iv) PSI – Unknown fill history at the dumpsite. Also, the statement, "The topography in the project area is essentially flat, making landslides there impossible." is false and misleading. The slopes, especially on the Admiralty Way side of the project and along the Oxford Street drain, may slide into the water if conditions are right.

Comment 7a-29b

b) PSI – 6,700 cy of topsoil removal is significant. The unknown source of the proposed fill is also a concern.

Comment 7a-29c

c) PSI – Any heavy equipment activity adjacent to Admiralty Way may cause impacts.

Comment 7a-29d

d) PSI – The project is in an area designated as methane buffer zone for the Playa Del Rey and Venice fields. It is also adjacent and within the Admiralty Settlement Area and is a former dumpsite.

Comment 7a-29e

e) PSI – soil evaluation for this purpose has not occurred even though restrooms for the project site is mentioned in the MDR LUP and members of the public have requested toilets.

7. GREENHOUSE GAS EMISSIONS

Comment 7a-30a

a) PSI – disturbance of landfill materials, sediments, sun exposure, and methane gas pockets may cause PSI.

Comment 7a-30b

b) PSI – If the Draft 2035 General Plan has not been approved. Policy language was changed specifically to develop these parcels, which will increase greenhouse gases.

Comment 7a-31

Consistency Analysis – is misleading and inadequate. You cannot judge a current project on draft language. Regardless, Policy M 7.1 may encourage the use of natural systems to treat stormwater and rainwater runoff that is within acceptable levels. Both the volume and level of toxins and pathogens introduced into the OB through County easements exceed the OB's limitations, rendering the site too compromised.

Comment 7a-32

County of Los Angeles Energy and Environmental Policy

The proposed project does not support "Environmental Stewardship."

18. MANDITORY FINDINGS OF SIGNIFICANTS

Comment 7a-33

a) PSI – The proposed projects put flood control, recreational uses, development, contracts, and aesthetics as the priority, diminishing habitat value significantly.
The proposed projects will do the exact opposite of the intent recorded in the historical newspaper articles that were printed over 50 years ago and refer back to studies and observations performed nearly 100 years ago in 1919.

PROJECT ALTERNATIVES

Comment 7a-34

This year marks the 50th anniversary, and the Oxford Lagoon should be rededicated the Roland C. Ross Bird Conservation Area. Parcel OT should be the location of the Annenberg Foundation's $50 million education and research facility.
The bike path should be relocated to run through Parcel OT and adjacent to Admiralty Way.
The flood control easements need to be revoked.

Respectfully submitted,

Douglas Fay

Response to Comment Letter # 7a (Douglas Fay)

Response to Comment 7a-1:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The Initial Study determined that the proposed project may have significant effects; however, with identified mitigation measures, potentially significant impacts would be reduced to less than significant impact. With implementation of the proposed mitigation measures, there is no substantial evidence that the project may have significant effect; therefore CEQA Guidelines directs the preparation of a Mitigated Negative Declaration. The proposed project is consistent with the designation of Oxford Basin as a BCA because post-construction, the basin would have improved habitat for the use of birds and the proposed project would enhance the habitat for bird use. The project also would enhance flood control functions.

Response to Comment 7a-2:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The purpose of the proposed project is not to specifically enhance Bird Conservation Area habitat value, but to improve water quality, habitat quality, aesthetics, and recreational opportunities within Oxford Basin. Oxford Basin was designated as a "Bird Conservation Area" by the County of Los Angeles in January 1963, as requested of the Board of Supervisors by various naturalist organizations. The motion approved by the Board of Supervisors stated “It is appropriate Parcel ‘P’ be designated a bird conservation area since such usage would be compatible with the parcel’s **primary designation as a drainage basin.**” The “Bird Conservation Area” designation was not based on any formal project-specific study or plan, nor was it designated in order to be in conformance with an existing land-use policy. There was no formal management plan or other guidelines for ecological restoration for the newly designated “Bird Conservation Area.” The original planned efforts toward creating bird habitat are not consistent with modern understandings of conservation biology principles.

In June 1973, the Board of Supervisors adopted an agreement providing for the Los Angeles County Flood Control District (LACFCD) to assume the responsibility for the operation and maintenance of Oxford Basin as a flood control facility. Since its construction in the late 1950s, Oxford Basin's primary purpose has been to serve as a flood control facility. Although the basin receives flood discharges it does provide bird habitat and is used by birds typical of a water feature in an urban setting. The proposed project addresses water quality concerns by proposing several features that would improve water quality.

Following the designation of Oxford Basin as a flood control facility, the Los Angeles County Natural History Museum conducted a 17-month long study of the area (Shreiber and Dock 1980 as cited in Section 3.0 (Document Sources) of the IS/MND), which described Oxford Basin as "not an important component of overall pattern of avian distribution in the L.A. area." Further it concluded that it is very unlikely to be improved to serve as a wild bird habitat. Nevertheless, the proposed project provides an opportunity to increase habitat values of Oxford Basin.

The project scope is to mitigate localized flooding, address water quality deficiencies, enhance native habitat, improve the site's aesthetics, and provide passive recreation features at the existing flood control facility (Oxford Basin). The proposed project follows the Conservation Policies for Oxford Basin specified in the Conservation & Management Plan for Marina del Rey (Hamilton 2010 as cited in Section 3.0 (Document Sources) of the IS/MND) and the Marina del Rey Land Use Plan (County of Los Angeles 2012 as cited in Section 3.0 (Document Sources) of the IS/MND). Approval of the project will include County of Los Angeles Department of Regional Planning as well as approval from the Los Angeles County Board of Supervisors. Impacts associated with habitat value and water quality were consider and discussed in Section 2.0, Number 4 (Biological Resources) and Section 2.0, Number 9 (Hydrology and Water Quality) of the IS/MND and determined to be less than significant.

Response to Comment 7a-3:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Oxford Basin is a flood control facility; Los Angeles County Flood Control District is the lead agency for the proposed project. The project cost is covered by the Flood Control District, County of Los Angeles Supervisorial District 4, and other grant funding. Los Angeles County Department of Beaches and Harbors has been involved as a County department to help with planning and long-term maintenance of the site.

Response to Comment 7a-4:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Oxford Basin is a flood control facility; Los Angeles County Flood Control District is the lead agency for the proposed project. The project cost is covered by the Flood Control District, County of Los Angeles Supervisorial District 4, and other grant funding. Los Angeles County Department of Beaches and Harbors has been involved as a County department to help with planning and long-term maintenance of the site.

Response to Comment 7a-5a:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. The comment expresses concerns regarding General Plan designation and does not address the adequacy of the environmental analysis in Draft IS/MND.

Response to Comment 7a-5b:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Oxford Basin was designated as a "Bird Conservation Area" by the County of Los Angeles in January 1963, as requested of the Board of Supervisors by various naturalist organizations. The motion approved by the Board of Supervisors stated “It is appropriate Parcel ‘P’ be designated a bird conservation area since such usage would be compatible with the parcel’s **primary designation as a drainage basin.**” The “Bird Conservation Area” designation was not based on any formal project-specific study or plan, nor

was it designated in order to be in conformance with an existing land-use policy. There was no formal management plan or other guidelines for ecological restoration for the newly designated “Bird Conservation Area.” The original planned efforts toward creating bird habitat are not consistent with modern understandings of conservation biology principles.

In June 1973, the Board of Supervisors adopted an agreement providing for the Los Angeles County Flood Control District (LACFCD) to assume the responsibility for the operation and maintenance of Oxford Basin as a flood control facility. Since its construction in the late 1950s, Oxford Basin's primary purpose has been to serve as a flood control facility. Although the basin receives flood discharges it does provide bird habitat and is used by birds typical of a water feature in an urban setting. The proposed project addresses water quality concerns by proposing several features that would improve water quality.

Following the designation of Oxford Basin as a flood control facility, the Los Angeles County Natural History Museum conducted a 17-month long study of the area (Shreiber and Dock 1980 as cited in Section 3.0 (Document Sources) of the IS/MND), which described Oxford Basin as "not an important component of overall pattern of avian distribution in the L.A. area." Further it concluded that it is very unlikely to be improved to serve as a wild bird habitat. Nevertheless, the proposed project provides an opportunity to increase habitat values of Oxford Basin.

Response to Comment 7a-6a:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. The comment expresses concerns regarding former property names for Oxford Basin. In June 1973, the Board of Supervisors adopted an agreement providing for the Los Angeles County Flood Control District (LACFCD) to assume the responsibility for the operation and maintenance of Oxford Basin as a flood control facility. Since its construction in the late 1950s, Oxford Basin's primary purpose has been to serve as a flood control facility. The descriptions regarding Oxford Basin as a flood control facility and retention pond are accurate as they are stated in the IS/MND.

Response to Comment 7a-6b:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The water table has been confirmed to be at -5 feet Mean Sea Level per the borings within the project site (URS 2011a as cited in Section 3.0 (Document Sources) of the IS/MND).

Language within the document has been modified to clarify that the proposed project includes restoration of a wetland area, and is not solely a wetland restoration project. There is only a small section (0.48 acres) of the Oxford Basin that includes a wetland area and during construction this area will be disturbed. Part of the grading within that area may add space for the wetlands to expand. The project includes re-vegetating with native wetland plants. The project will increase wetlands acreage by approximately 0.28 acre. The proposed project’s main purpose is flood control and water quality improvement, with some aesthetic and recreational components.

Response to Comment 7a-7:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The Project Location Map with general project boundary has been updated. No other maps in the report, which provide more detailed information, require an update.

Response to Comment 7a-8:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Figure 2 shows the relevant storm drains, Project 5243 and Project 3872. As discussed in the Biological Assessment (Hamilton 2010 as cited in Section 3.0 (Document Sources) of the IS/MND), Oxford Basin supports a variety of aquatic and terrestrial wildlife, typical of what would be expected of a water or park feature in an urban setting.

Response to Comment 7a-9a:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The tide gates were added in 1998 and were expected to last 20 years. The replacement gates use a more rigid design and better material and are expected to last 25 years.

Response to Comment 7a-9b:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The function of a bladder type dam is similar to the function of a closed tide gate. There will be no additional impacts associated with the use of the bladder type dam. As identified in Section 2.0, Number 4 (Biological Resources) of the IS/MND, no federal- or state-listed or sensitive biological resources occur at Oxford Basin; the majority of vegetation is non-native, fish populations that inhabit the basin on a seasonal basis and are not maintained year-round, and bird use is highly seasonal. Section 2.0, Number 4 (Biological Resources), subsections 4a-d of the IS/MND identifies biological resources will be disturbed substantially during construction, including the prevention of water passage through the tide gates (which may be accomplished by a bladder type dam) during dewatering, but impacts will be mitigated to less than significant. Mitigation measures Bio-1 and Bio-2 are included in Section 2.0, Number 4 (Biological Resources) of the IS/MND. In addition, standard best management practices will be included in the project specification. In addition, reasonable efforts shall be made to capture and move all stranded aquatic life observed in the dewatered areas. As indicated in Section 2.0, Number 4 (Biological Resources), subsections 4a-d of the IS/MND, the proposed project has been designed to be consistent with the Land Use Plan Tree Management Policies Numbers 23 and 34 for consideration of breeding and nesting birds, will improve the habitat suitability by replacing the non-native trees that are diseased and have little biological value, and will not affect a fish or wildlife corridor. When construction is completed, the improved water quality and planting of native vegetation will enhance the habitat for fish and wildlife.

Response to Comment 7a-9c:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The function of a bladder type dam is similar to the function of a closed tide gate. A draft plan to keep the marina water from entering the work area around the tide gates to prevent water passage through the tide gates is included in the design specifications and will be implemented during construction. However, during construction, the contractor may have a different, more suitable approach to drain the water within the Basin. Any changes to the design specifications will require prior approval from Public Works. The IS/MND considered the impacts associated with the draining of Oxford Basin, which were identified to be temporary and less than significant.

Response to Comment 7a-10:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

A thorough Environmental Investigation Report (URS 2012 as cited in Section 3.0 (Document Sources) of the IS/MND) was prepared for the proposed project, (also available online at http://dpw.lacounty.gov/go/oxford. Based on the report, the site had been historically used for Municipal Solid Waste disposal and was known as the Venice Dump Site (Venice Dump). The Venice Dump was an unregulated landfill that accepted municipal solid waste, construction debris, and gardening (plants) wastes, including trees (green waste). The former Venice Dump was covered with dirt fill during its operation and then redeveloped during the early to mid-1960s construction of Marina del Rey, during that period in which the Oxford Retention Basin was constructed to help manage tidal and stormwater flow through Basin E of the marina. In addition, the primary role of Oxford Basin involves receiving runoff from adjacent roadways, which most likely contributes to the contaminants.

The project will remove 9,700 cy of sediment from the basin perimeter and within the basin. The project would increase wetlands acreage by 0.28 acres. Disturbance to wetlands habitat is addressed in Section 2.0, Number 4 (Biological Resources), subsection 4c of the IS/MND. Most of the wetlands and waters of Oxford Basin will be disturbed during construction, but in the long term, will benefit from enhanced water quality and planting of vegetation when the project is completed.

Response to Comment 7a-11a:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

LACDPW is planning to take an adaptive management approach to the berm and tide gate operation, and planning to extensively monitor the project pre- and post-construction to maximize the water quality benefits of the berm. Adaptive management is “a systematic approach for improving resource management by learning from management outcomes. An adaptive approach involves exploring alternative ways to meet management objectives, predicting the outcomes of alternatives based on the current state of knowledge, implementing one or more of these alternatives, monitoring to learn about the impacts of management actions, and then using the results to update knowledge and adjust management actions (Williams et al. 2009).”

LACDPW has not conducted specific computer modeling nor does LACDPW have any previous experience with this type of vegetated berm. However, LACDPW has considered the range of options and constraints to adjusting operations and operating criteria and the functions of the berm and tide gates were considered in the impact analyses in the IS/MND. Although the design of the berm and tide gate operation are experimental to this location, there is no debate that increasing circulation will increase dissolved oxygen levels of the water within Oxford Basin, which will help improve water quality. The circulation berm and a revised operation program of the tide gates will direct flows around the basin utilizing tidal flows. Based on an adaptive management approach, modifications to the Basin's operation will be made during a post-construction monitoring period to optimize the Project results. As stated in Section 2.0, Number 9 (Hydrology and Water Quality), subsection 9a of the IS/MND, the project would not violate any water quality standards or waste discharge requirements and would have a less than significant impact on water quality.

Reference cited:
Williams, B. K., R. C. Szaro, and C. D. Shapiro. 2009. Adaptive Management: The U.S. Department of the Interior Technical Guide. Adaptive Management Working Group, U.S. Department of the Interior, Washington, DC. Website accessed on September 30, 2013.
http://www.doi.gov/initiatives/AdaptiveManagement/TechGuide/Chapter1.pdf.

Response to Comment 7a-11b:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Gulls and waterfowl likely will roost on the proposed berm. However, the number of birds that will use Oxford Basin is not expected to increase substantially from the existing condition. Therefore, it is not likely that bird feces and associated bacteria would increase the health hazard for divers and recreational users in Marina del Rey. Furthermore, the increased circulation within the basin should decrease the formation of matted algae, and therefore decrease the concentrations of bacteria currently observed in the basin.

Response to Comment 7a-11c:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

This project does not propose any changes to the runoff characteristics of Oxford Basin's watershed, and therefore, the amount of urban runoff entering Oxford Basin from the storm drain system will not increase as a result of this project, and may likely decrease as a result of the proposed bioswales. The project does not propose to introduce emerging synthetic compounds into the urban/storm drain system. Existing low flow diversion systems are in place upstream of the two outlets into Oxford Basin. Those units are designed to reduce pollution from urban runoff by diverting the flows to the sewer. A Sediment and Water Quality Characterization Study was conducted to evaluate the water quality in Oxford Basin. The IS/MND considered impacts to water quality in Section 2.0, Number 9 (Hydrology and Water Quality), specifically in subsections 9a, 9e, and 9f and determined impacts would be less than significant

Response to Comment 7a-11d:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The proposed modified operation of the tide gates will not significantly differ from the current operation. Salinity levels and maximum flow velocities within the basin are not expected to change as a result of this project as the frequency and volume of exchanges with Marina del Rey Basin E will remain similar to current conditions. As identified in Section 2.0, Number 4 (Biological Resources) of the IS/MND, no federal- or state-listed or sensitive biological resources occur at Oxford Basin; the majority of vegetation is non-native, fish populations that inhabit the basin on a seasonal basis and are not maintained year-round, and bird use is highly seasonal. The loss of individuals of common estuarine species within Oxford Basin would not affect the long-term population levels of these species in the Oxford Basin or Marina del Rey area and is, therefore, a less than significant effect. This clarification has been added to Section 2.0, Number 4 (Biological Resources) of the IS/MND.

Response to Comment 7a-11e:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

LACDPW is preparing a monitoring plan for water quality within Oxford Basin and Basin E of Marina del Rey. There will be monitoring sites within both the basin and Basin E of Marina del Rey. The tide gates will strategically be programmed to help the project reach its goals to improve water quality. It is not anticipated that increased sediment transport will result from the increased tidal exchange; sediment capture is actually expected to increase with the planned excavation of accumulated sediment. Hydrology and water quality impacts were analyzed in Section 2.0, Number 9 (Hydrology and Water Quality) of the IS/MND and determined to be less than significant.

Response to Comment 7a-12a:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The mapping of the existing vertical plain identifies the lowest area of Oxford Basin to be along Washington Blvd. and a portion adjacent to parking lot OT. As a preventative measure, the project proposes to add parapet walls along Washington Blvd. and along Lot OT to meet the required freeboard to secure the capacity of the basin regardless of historical events. The proposed project does not include any residential development or increase the flooding risk compared to existing conditions as discussed in Section 2.0, Number 9 (Hydrology and Water Quality), subsections 9g, 9h, and 9i.

Response to Comment 7a-12b:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Flood Control District policy (Flood Protection) requires 50 year flood protection for the low point and the proposed improvements meet these policy requirements. The parapet wall will add additional protection around the low lying area around the basin. The basin's operational capacity would increase

by 16 acre-feet, but does not affect the operational capacity; this additional 16 acre-feet would only be utilized in extreme flooding events with a frequency of greater than 50 years. As discussed in Section 2.0, Number 9 (Hydrology and Water Quality) of the IS/MND, the project would not increase flooding risk. The project would not expose people or structures to risk of loss, injury, or death involving flooding. No impact would occur.

Response to Comment 7a-12c:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The trash excluders upstream at the catch basins along with the low flow diversion systems within the existing storm drains will capture trash during the low flow storms. The new trash racks at the outlets from the storm drains basin will prevent trash larger than 4 inches from entering the basin.

Due to the comprehensive implementation and function of trash excluding devices in the upstream watershed of Oxford Basin, the proposed new trash excluders have been removed from this proposed project; review of the trash in the project area and the function of excluders at this project site shows no difference from existing conditions. Therefore, they will not be installed at the outlet of Project 5243. The omission of the trash excluders will not lead to a significant impact and will not lead to any additional impacts from those included in the circulated Draft IS/MND. The IS/MND has been updated to reflect this change.

Response to Comment 7a-13:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

This statement was meant for a catch basin that was under consideration to be constructed along Admiralty Way at Marine Way. This component has since been removed from the proposed project.

The Board of Supervisor's action on January 15, 1963, does not identify allowing access to any special groups. LACDPW is not aware of any agreements with environmental groups to have access to the basin and has not had a discussion on future accessibility to environmental groups. As far as maintenance of the site, a Memorandum of Agreement will be set up between the County of Los Angeles Flood Control District, and the Department of Beaches & Harbors. This agreement will lay out a plan to address existing and future maintenance needs at the site.

Response to Comment 7a-14:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The Green Terramesh on the slope is meant to stabilize the slope of Oxford Basin from erosion; it does not address any issues for the Admiralty Settlement Project. The Admiralty Settlement Project was constructed as a separate project and is not considered part of the proposed project. This proposed project does not propose to impact the underlying soils of the Admiralty Settlement Project. The option of Green Terramesh or an approved equal substitute for stabilizing soils within Oxford Basin allows for the contractor to continue work based on the availability of construction resources and does not

diminish the function of these resources; the option chosen will function to stabilize the underlying soils. An option will not be used that does not accomplish the goal of stabilizing soils. The option of an approved equal substitute identifies a method with similar impacts as Green Terramesh and, therefore, the document includes the appropriate analysis. The proposed project will not result in soil destabilization.

Response to Comment 7a-15a:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The proposed vegetation includes species recommended by the County biologist as native southern California species specific to the Marina del Rey area, as well as a few non-native, but non-invasive, tree species. Oxford Basin in its entirety is not a Southern California Coastal Wetland, but rather contains wetland habitat. Native vegetation includes appropriate species for the site, as reviewed and approved by a qualified biologist, and includes consideration of wetland and upland species at the project site. The proposed project aims to enhance habitat quality and has been designed to accomplish this goal.

Response to Comment 7a-15b:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The proposed vegetation includes species recommended by the County biologist as native southern California species specific to the Marina del Rey area, as well as a few non-native, but non-invasive, tree species. Oxford Basin in its entirety is not a Southern California Coastal Wetland, but rather contains wetland habitat. Native vegetation includes appropriate species for the site, as reviewed and approved by a qualified biologist, and includes consideration of wetland and upland species at the project site.

Vegetation (including Eucalyptus and Ficus) along the northeastern edge of the site, north of the bike path, will remain in place. This area will receive an application of mulch. A detailed Biological Assessment (Hamilton 2010 as cited in Section 3.0 (Document Sources) of the IS/MND) along with the project recommendations, including the planting palette, is available for review at http://dpw.lacounty.gov/pdd/marinadelrey/index.cfm?id=102.

Response to Comment 7a-15c:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The total number of trees to be installed at Oxford Basin was determined based on the recommendations included in the Biological Assessment (Hamilton 2010 as cited in Section 3.0 (Document Sources) of the IS/MND). The types of trees to be removed or remain in place are identified in Figure 4 (Tree Removal Plan). In quantifying the tree replacement, it was determined that the proposed planting palette complies with the required 1:1 replacement ratio for trees identified in the Marina del Rey Land Use Plan. The project description has been updated to clarify over 650 proposed trees to be planted will mitigate the removal of 400 trees and approximately 250 shrubs classified as trees by the Marina del Rey Land Use Plan for the proposed project only and will not be used as mitigation for another future project in Marina del Rey. Because Oxford Basin already provides

recreation and flood control and the project proposes enhancements to these functions, habitat area will not be lost to recreational and flood control purposes.

Response to Comment 7a-15d:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The proposed project does not propose any new freshwater sources and would not eliminate any existing freshwater sources. The proposed project will include enhancement to the site, including replacing non-native vegetation with a biologist approved planting palette appropriate for the site. No habitat area will be lost to recreational or flood control purposes compared to existing conditions; suitable habitat will be enhanced.

Response to Comment 7a-16:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

A detailed Geotechnical Engineering Investigation (URS 2012 as cited in Section 3.0 (Document Sources) of the IS/MND) was conducted and included recommendations for earthwork, site preparation/grading, backfill, and compaction requirements. The contractor will be required to comply with the project Special Provisions which includes sampling and analysis requirements prior to importing fill material to the project site.

Response to Comment 7a-17a:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

As stated in Response to Comment 7a-2, Oxford Basin was designated as a "Bird Conservation Area" by the County of Los Angeles in January 1963, as requested of the Board of Supervisors by various naturalist organizations. The motion approved by the Board of Supervisors stated “It is appropriate Parcel ‘P’ be designated a bird conservation area since such usage would be compatible with the parcel’s primary designation as a drainage basin.” The “Bird Conservation Area” designation was not based on any formal project-specific study or plan, nor was it designated in order to be in conformance with an existing land-use policy. There was no formal management plan or other guidelines for ecological restoration for the newly designated “Bird Conservation Area.” The original planned efforts toward creating bird habitat are not consistent with modern understandings of conservation biology principles.

Oxford Basin already provides recreation and flood control and the project proposes enhancements to these functions. Conditions during construction may change, such as material availability or other construction restraints, in which case adjustments to the project may be necessary. The availability of construction resources and the option implemented does not diminish the function of these resources. Any project changes would be subject to approval by LACDPW prior to implementation and in accordance with CEQA. However, this consideration of potential real world constraints does not identify the proposed project as problematic and impacts would not be different than what is identified in the Draft IS/MND.

Response to Comment 7a-17b:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The proposed project fencing will be installed in an area that is not considered to be an "Environmentally Sensitive Habitat Area" by the California Coastal Commission (Marina del Rey Local Coastal Plan, page 5-4) and the fence would be located and function similarly to the existing fence. The proposed project is consistent with the California Coastal Commission guidelines.

Response to Comment 7a-18:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The proposed project considered the safety impacts to recreational users from the project components; the proposed project does not propose changes to conditions outside of and adjacent to the project site (e.g., unsafe drivers on Admiralty Way). The proposed walk/jog path is an enhancement to an existing condition. This project enhancement does not expose the public to a new safety hazard. There are no conflicts with wildlife/recreational user activity at the project site that are introduced by the proposed project. The IS/MND has appropriately assessed potential safety impacts for the proposed project and determined there would be a less than significant impact.

Response to Comment 7a-19:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The probable staging area has been identified inside the basin right-of-way; however, the contractor will submit the final staging location within an appropriate area (e.g., previously disturbed or developed) for approval by LACDPW prior to construction. In the event that the staging area will be in an undisturbed area that it outside of the basin right-of-way, required surveys in compliance with mitigation measures identified in the IS/MND as well as the Marina del Rey Land Use Plan and Conservation Management Plan will be conducted with appropriate mitigation to reduce all significant impacts associated with the staging area to less than significant levels, if applicable.

Response to Comment 7a-20a:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The commenter is correct that aquatic species not rescued will perish during dewatering. However, all reasonable efforts shall be made to capture and move all stranded aquatic life observed in the dewatered areas. The loss of individuals of common estuarine species would not affect the long-term population levels of these species in the Oxford Basin or Marina del Rey area and the basin would be recolonized after construction is finished. Therefore, the impact is considered less than significant. As described in Section 2.0, Number 4 (Biological Resources) of the IS/MND, biological studies (Hamilton 2010 as cited in Section 3.0 (Document Sources) of the IS/MND) have identified that the fish population

varies seasonally and Oxford Basin currently does not support a stable and typical estuarine fish population. No sensitive aquatic species occur in Oxford Basin.

Response to Comment 7a-20b:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

As discussed in Section 2.0, Number 8 (Hazards and Hazardous Materials) of the IS/MND, materials classified as hazardous will be contained during transport and handled by a licensed hazardous waste hauler as specified in the County of Los Angeles Department of Public Works, Construction Site Best Management Practices Manual. Therefore, impacts would be less than significant.

Response to Comment 7a-21:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The surrounding land uses section of the IS/MND (Section 1.0, Number 9) has been updated. Specific environmental impacts identified in the IS/MND, Section 2.0, Number 10 (Land Use and Planning) in relation to these land uses remain the same as identified and determined to be less than significant. The multi-story senior living development project proposed adjacent to Oxford Basin (Parcel OT) is not a County project and is not a part of this proposed project. Potential impacts from the senior living development will be analyzed under a separate environmental document. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is provided.

Response to Comment 7a-22a:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. The comment expresses concerns regarding the Oceana Lease Option Agreement and Santa Monica Bay Restoration Commission.

Appropriate actions for approval and permitting requirements for Oxford Basin are in place. Although a formal advisory group has not been created, many member of the public as well as local environmental groups have been informed and involved in project planning. The Oceana project site is not a part of the proposed project, but has been considered in the analysis of cumulative effects in the IS/MND for the proposed project. As identified in the IS/MND, Section 2.0, Number 18 (Mandatory Findings of Significance), subsection 18b potential cumulative impacts would be Less than Significant.

Response to Comment 7a-22b:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The California Coastal Commission permit does not need to be finalized and approved for the proposed project at the time of public review. Appropriate actions for approval and permitting requirements for Oxford Basin are in place.

Response to Comment 7a-23:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. The findings in the IS/MND are appropriate as identified.

Response to Comment 7a-24a:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The replacement of non-native vegetation with native vegetation will improve the habitat suitability of Oxford Basin to wildlife native to Marina del Rey. There is no reason that an increase in trees will be detrimental to this wildlife. The increased vegetation will provide additional cover and habitat for wildlife.

The statement of consistency with Coastal Policy Act 30251 is correct as stated. The adjacent parking lot OT is not a part of the proposed project.

Response to Comment 7a-24b:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Since its construction in the late 1950s, Oxford Basin's primary purpose has been to serve as a flood control facility. Although the basin receives flood discharges it does provide bird habitat and is used by birds typical of a water feature in an urban setting. The project scope is to mitigate localized flooding, address water quality deficiencies, enhance native habitat, improve the site's aesthetics, and provide passive recreation features at the existing flood control facility (Oxford Basin). The Biological Assessment indicates current habitat value is low, and the project will increase habitat value. The proposed project will not reduce habitat, but minimize the extent of algae that supports levels of bacterial growth that are hazardous to public health. Although algal growth will continue within Oxford Basin after the project, the project aims to limit the formation of matted algae on the surface of the water, which may protect bacteria from sunlight and generally is considered not aesthetically pleasing to the public.

Response to Comment 7a-24c:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

As stated in Response to Comment 7a-2, Oxford Basin was designated as a "Bird Conservation Area" by the County of Los Angeles in January 1963, as requested of the Board of Supervisors by various naturalist organizations. The motion approved by the Board of Supervisors stated “It is appropriate Parcel ‘P’ be designated a bird conservation area since such usage would be compatible with the parcel’s **primary designation as a drainage basin.**” The “Bird Conservation Area” designation was not based on any formal project-specific study or plan, nor was it designated in order to be in conformance with an existing land-use policy. There was no formal management plan or other guidelines for ecological restoration for the newly designated “Bird Conservation Area.” The original planned efforts toward creating bird habitat are not consistent with modern understandings of conservation biology principles.

In June 1973, the Board of Supervisors adopted an agreement providing for the Los Angeles County Flood Control District (LACFCD) to assume the responsibility for the operation and maintenance of Oxford Basin as a flood control facility. Since its construction in the late 1950s, Oxford Basin's primary purpose has been to serve as a flood control facility. Although the basin receives flood discharges it does provide bird habitat and is used by birds typical of a water feature in an urban setting. The proposed project addresses water quality concerns by proposing several features that would improve water quality.

The project scope is to mitigate localized flooding, address water quality deficiencies, enhance native habitat, improve the site's aesthetics, and provide passive recreation features at the existing flood control facility (Oxford Basin). The proposed project would not degrade the visual character of the area.

Aesthetic impacts were analyzed in the IS/MND in Section 2.0, Number 1 (Aesthetics) and the project would not result in significant adverse impacts to aesthetics.

Response to Comment 7a-24d:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

As stated in Response to Comment 7a-2, Oxford Basin was designated as a "Bird Conservation Area" by the County of Los Angeles in January 1963, as requested of the Board of Supervisors by various naturalist organizations. The motion approved by the Board of Supervisors stated “It is appropriate Parcel ‘P’ be designated a bird conservation area since such usage would be compatible with the parcel’s **primary designation as a drainage basin.**” The “Bird Conservation Area” designation was not based on any formal project-specific study or plan, nor was it designated in order to be in conformance with an existing land-use policy. There was no formal management plan or other guidelines for ecological restoration for the newly designated “Bird Conservation Area.”

The wildlife-friendly, dark-sky compliant lighting chosen for this project is consistent with wildlife best management practices, and was chosen after consultation with several biologists. Additionally, although Marina del Rey is not subject to the Los Angeles County rural dark skies ordinance (http://planning.lacounty.gov/view/rural_outdoor_lighting_district_ordinance), the lighting selected for this project is consistent with its guidelines. The light fixtures will be installed at a height (43") to minimize light trespass, and use the lowest amount of light needed for safety and security (http://www.myfwc.com/conservation/you-conserve/lighting/). They are also shielded to minimize light trespass. There would be less than significant impact due to lighting as identified in the IS/MND, Section 2.0, Number 1 (Aesthetics).

Response to Comment 7a-25:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. There are no known aquaculture or hatchery projects currently at Oxford Basin. The adjacent Parcel OT is not a part of the proposed project. There would no impacts to agriculture and forestry resources as identified in the IS/MND, Section 2.0, Number 2 (Agriculture and Forestry Resources).

Response to Comment 7a-26a:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The project scope is to mitigate localized flooding, address water quality deficiencies, enhance native habitat, improve the site's aesthetics, and provide passive recreation features at the existing flood control facility (Oxford Basin). Oxford Basin was designated as a "Bird Conservation Area" by the County of Los Angeles in January 1963, as requested of the Board of Supervisors by various naturalist organizations. The motion approved by the Board of Supervisors stated "It is appropriate Parcel 'P' be designated a bird conservation area since such usage would be compatible with the parcel's **primary designation as a drainage basin.**" The "Bird Conservation Area" designation was not based on any formal project-specific study or plan, nor was it designated in order to be in conformance with an existing land-use policy. There was no formal management plan or other guidelines for ecological restoration for the newly designated "Bird Conservation Area." The original planned efforts toward creating bird habitat are not consistent with modern understandings of conservation biology principles.

In June 1973, the Board of Supervisors adopted an agreement providing for the Los Angeles County Flood Control District (LACFCD) to assume the responsibility for the operation and maintenance of Oxford Basin as a flood control facility. Since its construction in the late 1950s, Oxford Basin's primary purpose has been to serve as a flood control facility. Although the basin receives flood discharges it does provide bird habitat and is used by birds typical of a water feature in an urban setting. The proposed project addresses water quality concerns by proposing several features that would improve water quality.

The multi-story senior living development project proposed adjacent to Oxford Basin (Parcel OT) is not a County project and is not a part of this proposed project. Potential impacts from the senior living development will be analyzed under a separate environmental document.

Air quality has been adequately addressed in the IS/MND. Impacts to air quality have been determined to be less than less than significant.

Response to Comment 7a-26b:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Air quality has been adequately addressed in the IS/MND. The proposed project will improve water quality in Oxford Basin. Once construction is completed, operation and maintenance of Oxford Basin would not degrade air quality relative to the baseline condition. Impacts to air quality have been determined to be less than less than significant.

Response to Comment 7a-26c:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The proposed project would result in increases in criteria pollutants during project construction only. The criteria pollutants would return to pre-project levels once construction is complete. Section 2.0,

Number 3 (Air Quality), subsection 3b, Table 7 of the IS/MND identified that the criteria pollutants do not exceed the threshold based on the construction activities of this project. If future dewatering is required, the level of criteria pollutants would be analyzed for the effort proposed for that specific action and would not be additive to this proposed construction effort.

It is unclear what the commenter means by "toxic sludge." As stated in the Project Description (Page 3 of the IS/MND), the project would excavate approximately 3,000 cubic yards (cy) of accumulated sediment and sediment associated pollutants (e.g., petroleum and metals) from the bottom of Oxford Basin. An Environmental Investigation Report was prepared to assess the subsurface conditions of the project site and classify the sediment for disposal purposes. The sediment will be disposed of at Class I (hazardous waste) and III (non-hazardous waste) landfills. Sediment removal would also be a part of regular site maintenance (i.e. every 40 years or so). The proposed project would not have an effect on the water entering Oxford Basin. The existing storm water drains provide a function of draining excess storm water that could lead to flooding. Storm water drains will not be removed as part of the project.

Response to Comment 7a-26d:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

As stated in Section 2.0, Number 3 (Air Quality), the project will implement Best Management Practices and adhere to SCAQMD's Fugitive Dust Mitigation Measure Tables. This project will include engineering controls which will address dust control measures and sediment tracking controls. Street sweeping shall occur regularly.

Hazardous materials will be contained and handled by a licensed contractor as specified in the County of Los Angeles Department of Public Works, Construction Site Best Management Practices Manual. Impacts to sensitive receptors would be less than significant.

Response to Comment 7a-26e:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

AQMD odor regulations will be followed. Odor impacts associated with construction of the project would be less than significant as noted is Section 2.0, Number 3 (Air Quality), subsection 3e of the IS/MND.

Response to Comment 7a-27a:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The assertion that the tributary drainage area of Oxford Basin was somehow legally limited is inaccurate. The construction of LACFCD Projects 3872 and 5243 in 1974 and 1970, respectively, may have increased the tributary drainage area, but this was completed decades ago. The proposed project does not significantly alter drainage in relation to the baseline conditions and, therefore, there are no significant impacts to drainage.

Public Works has collaborated with experts to ensure the project increases the quality of habitat the site provides. The project will remove non-native and replace them with more native plants. The project complies with the Marina del Rey Land Use plan and the Conservation & Management Plan, Marina del Rey. As stated in Response to Comment 7a-2, the "Bird Conservation Area" designation was not based on any formal project-specific study or plan, nor was it designated in order to be in conformance with an existing land-use policy. There was no formal management plan or other guidelines for ecological restoration for the newly designated "Bird Conservation Area." Since its construction in the late 1950s, Oxford Basin's primary purpose has been to serve as a flood control facility. Although the basin receives flood discharges it does provide bird habitat and is used by birds typical of a water feature in an urban setting.

Response to Comment 7a-27b:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Under the existing condition, salinity varies greatly depending on the season. The proposed project would not change salinity relative to the baseline condition.

The proposed project is not solely a habitat restoration project. The project scope is to mitigate localized flooding, address water quality deficiencies, enhance native habitat, improve the site's aesthetics, and provide passive recreation features at the existing flood control facility (Oxford Basin). The proposed project follows the Conservation Policies for Oxford Basin specified in the Conservation & Management Plan for Marina del Rey (Hamilton 2010 as cited in Section 3.0 (Document Sources) of the IS/MND) and the Marina del Rey Land Use Plan (County of Los Angeles 2012 as cited in Section 3.0 (Document Sources) of the IS/MND).

Response to Comment 7a-27c:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Reestablishing native plants will not be problematic. Proposed vegetation to be planted will be appropriate for the proposed project conditions, which will be similar to existing conditions. The proposed project is to restore the basin's original capacity and is not a habitat restoration project. CEQA does not require projects to analyze impacts in relation to historical conditions, but rather to existing baseline conditions.

Response to Comment 7a-27d:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The proposed project will not change the existing use of the basin. Storm water runoff in Oxford Basin is not imported. The site is primarily used for flood control purposes and to provide drainage infrastructure to an approximately 700 acre watershed. The proposed project will not have a substantially adverse effect on the wetlands contained within the site. In addition, the proposed improvements will increase the wetlands acreage by approximately 0.28 acres.

Response to Comment 7a-27e:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

As stated in Response to Comment 7a-2, Oxford Basin was designated as a "Bird Conservation Area" by the County of Los Angeles in January 1963, as requested of the Board of Supervisors by various naturalist organizations. The motion approved by the Board of Supervisors stated "It is appropriate Parcel 'P' be designated a bird conservation area since such usage would be compatible with the parcel's **primary designation as a drainage basin.**" The "Bird Conservation Area" designation was not based on any formal project-specific study or plan, nor was it designated in order to be in conformance with an existing land-use policy. There was no formal management plan or other guidelines for ecological restoration for the newly designated "Bird Conservation Area." The original planned efforts toward creating bird habitat are not consistent with modern understandings of conservation biology principles.

In June 1973, the Board of Supervisors adopted an agreement providing for the Los Angeles County Flood Control District (LACFCD) to assume the responsibility for the operation and maintenance of Oxford Basin as a flood control facility. Since its construction in the late 1950s, Oxford Basin's primary purpose has been to serve as a flood control facility. Although the basin receives flood discharges it does provide bird habitat and is used by birds typical of a water feature in an urban setting. The proposed project addresses water quality concerns by proposing several features that would improve water quality.

Following the designation of Oxford Basin as a flood control facility, the Los Angeles County Natural History Museum conducted a 17-month long study of the area (Shreiber and Dock 1980 as cited in Section 3.0 (Document Sources) of the IS/MND), which described Oxford Basin as "not an important component of overall pattern of avian distribution in the L.A. area." Further it concluded that it is very unlikely to be improved to serve as a wild bird habitat. Nevertheless, the proposed project provides an opportunity to increase habitat values of Oxford Basin.

While the project intends to increase passive recreational use of the site, habitat within the site will be improved by establishment of a more native plant palette and unmuted tidal exchange. As required by CEQA, the proposed project was analyzed in comparison to baseline conditions. As the area is already surrounded by very busy roads, wildlife is not expected to be disturbed or habitat to be degraded by increased pedestrian use.

Response to Comment 7a-27f:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

As stated in Responses to Comments 7a-2, Oxford Basin was designated as a "Bird Conservation Area" by the County of Los Angeles in January 1963, as requested of the Board of Supervisors by various naturalist organizations. The motion approved by the Board of Supervisors stated "It is appropriate Parcel 'P' be designated a bird conservation area since such usage would be compatible with the parcel's **primary designation as a drainage basin.**" The "Bird Conservation Area" designation was not based on any formal project-specific study or plan, nor was it designated in order to be in conformance with an existing land-use policy. There was no formal management plan or other guidelines for ecological restoration for the newly designated "Bird Conservation Area."

The surrounding land uses section of the IS/MND has been updated. Specific environmental impacts identified in the IS/MND in relation to these land uses remain the same as identified. The multi-story senior living development project proposed adjacent to Oxford Basin (Parcel OT) is not a County project and is not a part of this proposed project. Potential impacts from the senior living development will be analyzed under a separate environmental document.

Response to Comment 7a-27g:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Oxford Basin was designated as a "Bird Conservation Area" by the County of Los Angeles in January 1963, as requested of the Board of Supervisors by various naturalist organizations. The motion approved by the Board of Supervisors stated "It is appropriate Parcel 'P' be designated a bird conservation area since such usage would be compatible with the parcel's **primary designation as a drainage basin.**" The "Bird Conservation Area" designation was not based on any formal project-specific study or plan, nor was it designated in order to be in conformance with an existing land-use policy. There was no formal management plan or other guidelines for ecological restoration for the newly designated "Bird Conservation Area." The original planned efforts toward creating bird habitat are not consistent with modern understandings of conservation biology principles.

In June 1973, the Board of Supervisors adopted an agreement providing for the Los Angeles County Flood Control District (LACFCD) to assume the responsibility for the operation and maintenance of Oxford Basin as a flood control facility. Since its construction in the late 1950s, Oxford Basin's primary purpose has been to serve as a flood control facility. Although the basin receives flood discharges it does provide bird habitat and is used by birds typical of a water feature in an urban setting. The proposed project addresses water quality concerns by proposing several features that would improve water quality.

Following the designation of Oxford Basin as a flood control facility, the Los Angeles County Natural History Museum conducted a 17-month long study of the area (Shreiber and Dock 1980 as cited in Section 3.0 (Document Sources) of the IS/MND), which described Oxford Basin as "not an important component of overall pattern of avian distribution in the L.A. area." Further it concluded that it is very unlikely to be improved to serve as a wild bird habitat. Nevertheless, the proposed project provides an opportunity to increase habitat values of Oxford Basin.

Response to Comment 7a-28a:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

As stated in the IS/MND, the Native American Heritage Commission and local Native American tribes affiliated with the area were notified of the proposed project. To date, no formal comment letters have been received. As no letters have been received, no response letters have provided data or concern about the project site with regard to historic resources.

Response to Comment 7a-28b:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The proposed project does not propose any excavation below original design grade. Project excavation would not extend beyond 4 feet below ground surface and debris material occurs to between 7 and 10 feet below ground surface. Therefore, native soils would not be encountered and impact would be less than significant as discussed in Section 2.0, Number 5 (Cultural Resources), subsection 5b in the IS/MND.

Response to Comment 7a-28c:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The proposed project will not destroy a wildlife wetlands area. As stated in Responses to Comments 7a-2, Oxford Basin was designated as a "Bird Conservation Area" by the County of Los Angeles in January 1963, as requested of the Board of Supervisors by various naturalist organizations. The motion approved by the Board of Supervisors stated "It is appropriate Parcel 'P' be designated a bird conservation area since such usage would be compatible with the parcel's **primary designation as a drainage basin.**" The "Bird Conservation Area" designation was not based on any formal project-specific study or plan, nor was it designated in order to be in conformance with an existing land-use policy. There was no formal management plan or other guidelines for ecological restoration for the newly designated "Bird Conservation Area." The original planned efforts toward creating bird habitat are not consistent with modern understandings of conservation biology principles.

In June 1973, the Board of Supervisors adopted an agreement providing for the Los Angeles County Flood Control District (LACFCD) to assume the responsibility for the operation and maintenance of Oxford Basin as a flood control facility. Since its construction in the late 1950s, Oxford Basin's primary purpose has been to serve as a flood control facility. Although the basin receives flood discharges it does provide bird habitat and is used by birds typical of a water feature in an urban setting. The proposed project addresses water quality concerns by proposing several features that would improve water quality.

Additionally, the multi-story senior living development project proposed adjacent to Oxford Basin (Parcel OT) is not a County project and is not a part of this proposed project. Potential impacts from the senior living development will be analyzed under a separate environmental document.

Response to Comment 7a-28d:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. The comment expresses concerns regarding Native American remains at Playa Vista.

Oxford Basin is a previously disturbed site and was formerly a landfill. The Venice Dump was an unregulated landfill that accepted municipal solid waste, construction debris, and gardening (plant) wastes, including trees (green waste), between the mid-1930s and early 1950s. By 1965, the Oxford Retention Basin had been constructed as part of the development of Marina Del Rey. As identified in the existing conditions summary in Section 2.0, Number 5 (Cultural Resources) of the IS/MND, the project

site contains a resource that "consists of historic-era domestic refuse – most likely associated with the Venice Dump – and includes a concrete retaining wall. This historic-era archaeological site has very little contextual integrity and does not appear to meet the formal definitions of a historical resource or a unique archaeological resource as defined by CEQA. The site is comparatively recent (early to mid-twentieth century) and has little potential to yield additional data. It does not appear to be associated with significant historical events or persons (Criteria A and B), to embody the distinctive characteristics of a period (Criterion C), or to be likely to yield information important in history (Criterion D)." As identified in subsections 5a-d, since the proposed project has been designed not to encounter native soils, there will be less than significant impacts to cultural resources. In an effort to further minimize less than significant impacts, mitigation measure CULT-1 will be implemented, as specified in Section 2.0, Number 5 (Cultural Resources), subsection 5a of the IS/MND. However, this mitigation measure is not necessary to address any identified significant impact.

Response to Comment 7a-29a:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The Venice Dump was an unregulated landfill that accepted municipal solid waste, construction debris, and gardening (plant) wastes, including trees (green waste), between the mid-1930s and early 1950s. By 1965, the Oxford Retention Basin had been constructed as part of the development of Marina Del Rey. The site characteristics are included in the Environmental Investigation Report prepared for the project.

The U.S. Geological Survey defines landslides to include "a wide range of ground movement, such as rock falls, deep failure of slopes, and shallow debris flows. Although gravity acting on an over-steepened slope is the primary reason for a landslide, there are other contributing factors," most of which involve an "area composed of very weak or fractured materials resting on a steep slope." A detailed Geotechnical Engineering Investigation (URS 2012 as cited in Section 3.0 (Document Sources) of the IS/MND) was conducted to explore and evaluate subsurface conditions and develop design and construction recommendations. This included liquefaction analysis, stability analysis, settlement analysis, and foundation evaluation. The Geotechnical Engineering Investigation identified that "[t]he levees at the project site are about 15 to 20 feet high with a slope of 1.5 : 1 (horizontal: vertical) or flatter. Stability analysis performed for the slopes indicate that the existing slopes are considered stable under static, pseudostatic and rapid drawdown conditions." The project design incorporated the geotechnical recommendations from this geotechnical investigation. As discussed in Section 2.0, Number 6 (Geology and Soils), there is less than significant impacts due to seismic-related ground failure and no impact due to landslides.

In addition, recent improvements to the Admiralty roadway sections have been made as part of a separate project. Work along the basin will not cause any "failures" to the roadway. The taller embankments along Admiralty is on average 10 feet higher than the basin's maximum water level and the geotechnical report studied the embankments for landslide and, as stated above, concluded under various conditions it is stable.

Response to Comment 7a-29b:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

A detailed Geotechnical Engineering Investigation (URS 2012 as cited in Section 3.0 (Document Sources) of the IS/MND) was conducted and includes recommendations for earthwork, site preparation/grading, backfill, and compaction requirements. The contractor will be required to comply with the project Special Provisions which includes sampling and analysis requirements prior to importing fill material to the project site.

Response to Comment 7a-29c:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Recent improvements to the Admiralty roadway sections have been made as part of a separate project. Work along the basin will not cause any impacts to the roadway.

Heavy equipment will either enter Oxford basin from Parking Lot 7 or Washington Blvd.; both are outside of the settlement area of Admiralty Way. The analysis of potential cumulative impacts of other projects in the area is provided in Section 2.0, Number 18 (Mandatory Findings of Signficance) Part b. Potential cumulative impacts were identified as less than significant.

Response to Comment 7a-29d:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

As identified in Section 5.1 of the Geotechnical Engineering Investigation (URS 2012 as cited in Section 3.0 (Document Sources) of the IS/MND), “Subsidence, volcanic activity and methane hazards are not expected at the site.” The project does not involve constructing new buildings. Risk of life and property, as a result of the project implementation, would not increase compared to the existing conditions. In addition, recent improvements to the Admiralty roadway sections have been made as part of a separate project. Work along the basin will not cause any "failures" to the roadway. As identified in the IS/MND, impacts would be less than significant.

Response to Comment 7a-29e:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The proposed project does not include restroom facilities at this time. A detailed Geotechnical Engineering Investigation (URS 2012 as cited in Section 3.0 (Document Sources) of the IS/MND) was conducted to explore and evaluate subsurface conditions and develop design and construction recommendations. This included liquefaction analysis, stability analysis, settlement analysis, and foundation evaluation. The design incorporated the geotechnical recommendations.

Response to Comment 7a-30a:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Greenhouse gas impacts have been adequately addressed in the IS/MND and determined to be less than significant.

Response to Comment 7a-30b:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The proposed project has been evaluated and determined to be less than significant impacts. The project does not conflict with the proposed goals and policies of the 2012 Draft General Plan, which includes greenhouse gas emission reductions of 1990 levels by 2020.

Response to Comment 7a-31:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Greenhouse gas impacts have been adequately addressed in the IS/MND and determined to be less than significant.

Response to Comment 7a-32:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The proposed project seeks to balance enhancement of habitat in Oxford Basin with flood control. The project would enhance Oxford Basin as habitat relative to the existing condition by improving water quality and planting native vegetation.

Response to Comment 7a-33:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The proposed project does not diminish habitat value. The purpose of the proposed project is to improve water quality, habitat quality, aesthetics, and recreational opportunities within Oxford Basin. Oxford Basin was designated as a "Bird Conservation Area" by the County of Los Angeles in January 1963, as requested of the Board of Supervisors by various naturalist organizations. The motion approved by the Board of Supervisors stated “It is appropriate Parcel ‘P’ be designated a bird conservation area since such usage would be compatible with the parcel’s **primary designation as a drainage basin.**” The “Bird Conservation Area” designation was not based on any formal project-specific study or plan, nor was it designated in order to be in conformance with an existing land-use policy. There was no formal management plan or other guidelines for ecological restoration for the newly designated “Bird Conservation Area.” The original planned efforts toward creating bird habitat are not consistent with modern understandings of conservation biology principles.

In June 1973, the Board of Supervisors adopted an agreement providing for the Los Angeles County Flood Control District (LACFCD) to assume the responsibility for the operation and maintenance of Oxford Basin as a flood control facility. Since its construction in the late 1950s, Oxford Basin's primary

purpose has been to serve as a flood control facility. Although the basin receives flood discharges it does provide bird habitat and is used by birds typical of a water feature in an urban setting. The proposed project addresses water quality concerns by proposing several features that would improve water quality.

Following the designation of Oxford Basin as a flood control facility, the Los Angeles County Natural History Museum conducted a 17-month long study of the area (Shreiber and Dock 1980 as cited in Section 3.0 (Document Sources) of the IS/MND), which described Oxford Basin as "not an important component of overall pattern of avian distribution in the L.A. area." Further it concluded that it is very unlikely to be improved to serve as a wild bird habitat. Nevertheless, the proposed project provides an opportunity to increase habitat values of Oxford Basin.

Response to Comment 7a-34:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.

Comment Letter #7b

To: County of Los Angeles
Department of Public Works
Programs Development Division, 11th Floor
Attn: Ms. Reyna Soriano, P.O. Box 1460
Alhambra, CA 91802-1460
Mailed electronically to: rsoriano@dwp.lacounty.gov

June 18, 2013

Proposed Oxford Retention Basin Multiuse Enhancement Project (ORBMEP) Mitigated Negative Declaration (MND) and Initial Study (IS) comments and questions by:

Douglas Fay
644 Ashland Ave Apt A
Santa Monica, CA 90405
Tele: 310 437-0765
Email: douglaspfay@aol.com

To be included with prior Comments and Questions

8. HAZARDS AND HAZARDOUS MATERIALS

Comment 7b-1a

d) Potentially Significant Impact (PSI) – Yes, it would be an old list. If unknown toxins were disturbed during the proposed project which is possible. This area was a dump. Hazardous waste is present.

Comment 7b-1b

g) PSI – The project proposes to increase storage capacity to approximately 20 acre feet by building a 2 foot tall concrete wall above grade. If filled to capacity and breached flooding would occur onto Washington Blvd and significantly in adjacent low elevation areas at depths that would impair emergency response and/or evacuation plans.

9. HYDROLOGY AND WATER QUALITY

Comment 7b-2a

The basin "catches" storm and street water runoff.... Catches is not an appropriate word. "Is subjected to excessive amounts of" would describe the setting more accurately. "Many studies suggest that the Oxford Basin (OB) may be a significant contributor of contaminates to the Marina Del Rey (MDR) back basins...." I agree and this is another reason why we need a full EIR. This means that there should be a significant amount of contaminates in the OB and that the storm drains subject the OB wildlife to significant amounts of contaminates.

Comment 7b-2b

a) PSI – Yes, importing runoff from surrounding areas that may include synthetic chemicals and/or other contaminants in excessive amounts.

Comment 7b-2c

b) PSI – Yes, the removal of groundwater would include the removal of species that lived in the water.

Comment 7b-2d

c) PSI – Yes, the proposed increased water velocity and circulation may cause erosion and siltation. Increasing water storage capacity will increase erosion concerns.

Comment 7b-2e

d) PSI – Yes, increasing storage capacity may result in flooding on or off site.

Comment 7b-2f

e) PSI – Yes, this has been a problem ever since the County granted easements to discharge into the OB.

Comment 7b-2g

f) PSI – Yes, by increasing the water velocity in an attempt to rid the OB of algae. The varying salinity levels can be catastrophic to life forms.

Comment 7b-2h

g) PSI – Yes, flood hazard mapping will need to be expanded and include new housing within the 100-year flood hazard area map.

Comment 7b-2i

h) PSI – Yes, homes in the immediate area may become flooded and impede or redirect flood flows.

Comment 7b-2j

i) PSI – Yes, if the proposed wall fails flooding risks would increase.

10. LAND USE PLANNING

Comment 7b-3a

There's no mention here that the OB is a designated Bird Conservation Area (BCA) and the 5 story Oceana Senior Living Facility proposed adjacent to the OB.

Comment 7b-3b

a) PSI – Yes, the pro-growth development community is for the project. The smart growth environment minded community is not.

Comment 7b-3c

b) PSI – Yes, the project site is a dedicated BCA. The project, as proposed, conflicts with CCC policy language. There are concerns with Federal jurisdiction.

Comment 7b-3d

c) PSI – Yes, no fresh water sources are planned for wildlife. The project is not designed following BCA principles.
It states the OB "and surrounding area" was designated a BCA. I don't recall reading that the surrounding area was dedicated. This statement is inaccurate and misleading.

12. NOISE

Comment 7b-4a

a) PSI – Yes, increased recreational use 24/7 adjacent to Oxford Ave homes may cause significant disturbances.

Comment 7b-4b

b) PSI – Yes, heavy equipment noise, dust and vibrations may be excessive.

Comment 7b-4c

c) PSI – Yes, 24/7 recreational users will increase along with the associated noise.

Comment 7b-4d

d) PSI – Yes, heavy equipment, tree shreading, and pump noise.

13. POPULATION AND HOUSING

Comment 7b-5a

a) PSI – Yes, the project appears to be including a walking/jogging path to attract tenants for the proposed Oceana Senior Living facility. In fact, part of the walking/jogging path will be constructed and maintained by Oceana on the adjacent leased land.

Comment 7b-5b

b) PSI – Yes, if the neighboring homes were flooded, families may move away.

14. PUBLIC SERVICES

Comment 7b-6a

The Fire Department address is missing.

Comment 7b-6b

a) PSI – Yes, the Annenberg Foundation (AF) proposal for the Ballona Wetlands would be perfect on Parcel OT adjacent to the OB.

15. RECREATION

Comment 7b-7a

a) PSI – Yes, too many people combined with increased access would significantly compromise the BCA.

Comment 7b-7b

b) PSI – Yes, same as 15. a) - See Above

16. TRANSPORTATION/TRAFFIC

Comment 7b-8

a) PSI – Yes, it would falsely justify the bike path being within the BCA. It does not belong there. The bike path should be running from Washington BLVD through Parcel P and along Admiralty Way.

17. UTILITIES AND SERVICES

Comment 7b-9a

b) PSI – No, just the opposite would occur. That's the impact. Wastewater and runoff need to be treated and recycled, not discharged into a wildlife area.

Comment 7b-9b

c) PSI – Yes, eventually when the public finally realizes that this proposed project is not a viable solution to pollution control, facilities will need to be built.

Comment 7b-9c

d) PSI – The County has neglected to provide clean potable water for wildlife within the OB for decades.

18 MANDATORY FINDINGS OF SIGNIFICANTS

Comment 7b-10a

b) PSI – Yes, the OB and adjacent proposed Oceana development are linked through previous policies and recently changed policies. Also the AF proposal and the Ballona Wetlands are linked. Alternatives to all 4 of these projects need to be considered.

Comment 7b-10b

c) PSI – Yes, loss of wildlife areas is effecting human survival more than can easily be explained.

Comment 7b-11

A full EIR is needed for the proposed OB project.

Respectfully submitted,

Douglas Fay

Response to Comment Letter # 7b (Douglas Fay)

Response to Comment 7b-1a:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

A full Environmental Investigation (URS 2011b as cited in Section 3.0 (Document Sources) of the IS/MND) was conducted to determine the approximate extent of fill material associated with the Venice Dump. Site characterization included field sampling and testing to determine the presence and extent of potentially hazardous materials on site. Recommendations for disposal and handling of impacted soils have been included in the project Special Provisions. Hazard and hazardous material impacts have been adequately addressed in the IS/MND, Section 2.0, Number 8 (Hazards and Hazardous Materials) and determined to be less than significant.

Response to Comment 7b -1b:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The 2 foot parapet wall is only along Washington Blvd. and parking lot (Parcel OT) due to those areas having the lowest elevations around the perimeter of the Basin. The wall serves as a buffer zone or freeboard based on the basin analysis for a 50 year storm projects, which identifies the water surface to be at least 2.5 feet below the top of the parapet wall. It is not expected that the proposed project would impair emergency response and or evacuation plans, impacts would be less than significant.

Response to Comment 7b -2a:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The proposed project would not alter the existing drainage into Oxford Basin. Therefore, the project will not result in an increase of contaminates into Oxford Basin and impacts to hydrology and water quality would be less than significant as identified in Section 2.0, Number 9 (Hydrology and Water Quality) of the IS/MND.

Response to Comment 7b -2b:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The proposed project does not propose to import runoff. Runoff from surrounding areas will not change due to the proposed project. As stated in Section 2.0, Number 9 (Hydrology and Water Quality), subsection 9a of the IS/MND, the project would not violate any water quality standards or waste discharge requirements and would have a less than significant impact on water quality.

Response to Comment 7b -2c:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Removal of groundwater would not remove species that lived in the water.

Response to Comment 7b -2d:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The proposed operation of the tide gate will not be significantly different than the current operation. There will not be an increase in erosion.

Response to Comment 7b -2e:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The basin is not increasing in storage, but is recapturing its original design capacity with the removal of accumulated sediment at the bottom and edges of the basin. One of the proposed project purposes is to reduce the potential for flooding on or off site.

Response to Comment 7b -2f:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The project would not affect the capacity of the existing stormwater drainage systems or provide additional source of polluted runoff.

Response to Comment 7b -2g:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The basin has been a brackish water environment. Salinity levels within the basin are not expected to change as a result of this project.

Response to Comment 7b -2h:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

There is no change to the flooding zone as a result of this project.

Response to Comment 7b -2i:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The project will not impede or redirect any flows and will not affect the functional capacity of the basin.

Response to Comment 7b -2j:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The proposed parapet wall is considered freeboard within the flood control facility. Based on the analysis for the 50 year storm the water surface will be at least 2.5 feet below the top of the wall. The project would not increase flooding risk.

Response to Comment 7b -3a:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Oxford Basin was designated as a "Bird Conservation Area" by the County of Los Angeles in January 1963, as requested of the Board of Supervisors by various naturalist organizations. The motion approved by the Board of Supervisors stated “It is appropriate Parcel ‘P’ be designated a bird conservation area since such usage would be compatible with the parcel’s primary designation as a drainage basin.” The “Bird Conservation Area” designation was not based on any formal project-specific study or plan, nor was it designated in order to be in conformance with an existing land-use policy. There was no formal management plan or other guidelines for ecological restoration for the newly designated “Bird Conservation Area.” The original planned efforts toward creating bird habitat are not consistent with modern understandings of conservation biology principles.

In June 1973, the Board of Supervisors adopted an agreement providing for the Los Angeles County Flood Control District (LACFCD) to assume the responsibility for the operation and maintenance of Oxford Basin as a flood control facility. Since its construction in the late 1950s, Oxford Basin's primary purpose has been to serve as a flood control facility. Although the basin receives flood discharges it does provide bird habitat and is used by birds typical of a water feature in an urban setting. The proposed project addresses water quality concerns by proposing several features that would improve water quality.

The multi-story senior living development project proposed adjacent to Oxford Basin (Parcel OT) is not a County project and is not a part of this proposed project. Potential impacts from the senior living development will be analyzed under a separate environmental document.

Response to Comment 7b -3b:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The commenter identifies that there are differences of opinion within the community regarding this project; however, this project will not physically divide a community. The project actually aims to increase physical connectivity by adding or enhancing the pedestrian pathways around the basin, encouraging walking between Washington Boulevard and Admiralty Way, as well as along Admiralty Way. No impact would occur.

Response to Comment 7b -3c:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Oxford Basin was designated as a "Bird Conservation Area" by the County of Los Angeles in January 1963, as requested of the Board of Supervisors by various naturalist organizations. The motion approved by the Board of Supervisors stated "It is appropriate Parcel 'P' be designated a bird conservation area since such usage would be compatible with the parcel's **primary designation as a drainage basin.**" The "Bird Conservation Area" designation was not based on any formal project-specific study or plan, nor was it designated in order to be in conformance with an existing land-use policy. There was no formal management plan or other guidelines for ecological restoration for the newly designated "Bird Conservation Area." The original planned efforts toward creating bird habitat are not consistent with modern understandings of conservation biology principles.

In June 1973, the Board of Supervisors adopted an agreement providing for the Los Angeles County Flood Control District (LACFCD) to assume the responsibility for the operation and maintenance of Oxford Basin as a flood control facility. Since its construction in the late 1950s, Oxford Basin's primary purpose has been to serve as a flood control facility. Although the basin receives flood discharges it does provide bird habitat and is used by birds typical of a water feature in an urban setting.

The project scope is to mitigate localized flooding, address water quality deficiencies, enhance native habitat, improve the site's aesthetics, and provide passive recreation features at the existing flood control facility (Oxford Basin). The proposed project follows the Conservation Policies for Oxford Basin specified in the Conservation & Management Plan for Marina del Rey (Hamilton 2010 as cited in Section 3.0 (Document Sources) of the IS/MND) and the Marina del Rey Land Use Plan (County of Los Angeles 2012 as cited in Section 3.0 (Document Sources) of the IS/MND). Approval of the project will include County of Los Angeles Department of Regional Planning as well as approval from the Los Angeles County Board of Supervisors. The project will comply with Federal and state regulations.

Response to Comment 7b -3d:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Oxford Basin was designated as a "Bird Conservation Area" by the County of Los Angeles in January 1963, as requested of the Board of Supervisors by various naturalist organizations. The motion approved by the Board of Supervisors stated "It is appropriate Parcel 'P' be designated a bird conservation area since such usage would be compatible with the parcel's **primary designation as a drainage basin.**" The "Bird Conservation Area" designation was not based on any formal project-specific study or plan, nor was it designated in order to be in conformance with an existing land-use policy. There was no formal management plan or other guidelines for ecological restoration for the newly designated "Bird

Conservation Area." The original planned efforts toward creating bird habitat are not consistent with modern understandings of conservation biology principles.

In June 1973, the Board of Supervisors adopted an agreement providing for the Los Angeles County Flood Control District (LACFCD) to assume the responsibility for the operation and maintenance of Oxford Basin as a flood control facility. Since its construction in the late 1950s, Oxford Basin's primary purpose has been to serve as a flood control facility. Although the basin receives flood discharges it does provide bird habitat and is used by birds typical of a water feature in an urban setting. The proposed project addresses water quality concerns by proposing several features that would improve water quality.

Response to Comment 7b -4a:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The proposed project is not expected to increase recreational use to 24 hours a day, 7 days a week and would not significantly increase the noise levels associated with maintenance and human voices along the proposed perimeter of the trail compared to existing conditions. Impacts would be less than significant.

Response to Comment 7b -4b:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The project will be conducted in accordance with Noise Ordinance 12.08.570 - Activities exempt from chapter restrictions. Although Public Works projects are not subject to County of Los Angeles Ordinance 12.12.030 or Ordinance 12.08.440, the project would use those ordinances as a guide to not disturb residents to the extent practicable. The proposed project would not result in excessive groundborne vibration or noise. Impacts would be less than significant as identified in Section 2.0, Number 12 (Noise), subsection 12b in the IS/MND.

Response to Comment 7b -4c:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The proposed project is not expected to increase recreational use to 24 hours a day, 7 days a week and would not significantly increase the noise levels associated with maintenance and human voices along the proposed perimeter of the trail compared to existing conditions. Impacts would be less than significant.

Response to Comment 7b -4d:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Noise impacts have been adequately addressed in the IS/MND, Section 2.0, Number 12 (Noise), subsection 12d and determined to be less than significant.

Response to Comment 7b -5a:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The project will neither construct new homes or businesses nor extend roads that would induce substantial population growth. The proposed project will improve recreational opportunities at Oxford Basin for the benefit of the immediate surrounding neighborhood. No impact to population growth would occur.

The multi-story senior living development project proposed adjacent to Oxford Basin (Parcel OT) is not a County project and is not a part of this proposed project. Potential impacts from the senior living development will be analyzed under a separate environmental document.

Response to Comment 7b -5b:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The proposed project would not displace any existing housing. The proposed project will not increase flooding risk; in fact the project will enhance flood protection capability.

Response to Comment 7b -6a:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The address for Los Angeles County Fire Department Station 110 is 4433 Admiralty Way, Marina Del Rey, CA 90292.

Response to Comment 7b -6b:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The multi-story senior living development project proposed adjacent to Oxford Basin (Parcel OT) is not a County project and is not a part of this proposed project. Potential impacts from the senior living development will be analyzed under a separate environmental document.

Response to Comment 7b -7a:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Oxford Basin was designated as a "Bird Conservation Area" by the County of Los Angeles in January 1963, as requested of the Board of Supervisors by various naturalist organizations. The motion approved

by the Board of Supervisors stated “It is appropriate Parcel ‘P’ be designated a bird conservation area since such usage would be compatible with the parcel’s **primary designation as a drainage basin.**” The “Bird Conservation Area” designation was not based on any formal project-specific study or plan, nor was it designated in order to be in conformance with an existing land-use policy. There was no formal management plan or other guidelines for ecological restoration for the newly designated “Bird Conservation Area.” The original planned efforts toward creating bird habitat are not consistent with modern understandings of conservation biology principles.

In June 1973, the Board of Supervisors adopted an agreement providing for the Los Angeles County Flood Control District (LACFCD) to assume the responsibility for the operation and maintenance of Oxford Basin as a flood control facility. Since its construction in the late 1950s, Oxford Basin's primary purpose has been to serve as a flood control facility. Although the basin receives flood discharges it does provide bird habitat and is used by birds typical of a water feature in an urban setting. The proposed project addresses water quality concerns by proposing several features that would improve water quality.

Following the designation of Oxford Basin as a flood control facility, the Los Angeles County Natural History Museum conducted a 17-month long study of the area (Shreiber and Dock 1980 as cited in Section 3.0 (Document Sources) of the IS/MND), which described Oxford Basin as "not an important component of overall pattern of avian distribution in the L.A. area." Further it concluded that it is very unlikely to be improved to serve as a wild bird habitat. Nevertheless, the proposed project provides an opportunity to increase habitat values of Oxford Basin.

The proposed project will improve passive recreational opportunities at Oxford Basin for the benefit of the immediate surrounding neighborhood. Passive recreation refers to non-consumptive uses such as wildlife observation, walking, and biking. The recreation goal is to provide passive recreational uses to ensure the least impact to wildlife.

Response to Comment 7b -7b:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Please refer to Response to Comment 7b-7a, above.

Response to Comment 7b -8:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Oxford Basin was designated as a "Bird Conservation Area" by the County of Los Angeles in January 1963, as requested of the Board of Supervisors by various naturalist organizations. The motion approved by the Board of Supervisors stated “It is appropriate Parcel ‘P’ be designated a bird conservation area since such usage would be compatible with the parcel’s primary designation as a drainage basin.” The “Bird Conservation Area” designation was not based on any formal project-specific study or plan, nor was it designated in order to be in conformance with an existing land-use policy. There was no formal management plan or other guidelines for ecological restoration for the newly designated “Bird Conservation Area.”

The project scope is to mitigate localized flooding, address water quality deficiencies, enhance native habitat, improve the site's aesthetics, and provide passive recreation features at the existing flood control facility (Oxford Basin). The proposed project follows the Conservation Policies for Oxford Basin specified in the Conservation & Management Plan for Marina del Rey (Hamilton 2010 as cited in Section 3.0 (Document Sources) of the IS/MND) and the Marina del Rey Land Use Plan (County of Los Angeles 2012 as cited in Section 3.0 (Document Sources) of the IS/MND).

The project will not modify the existing location of the bike path. The existing bike path will remain; however, a new walking trail will be installed adjacent to the existing bike path.

Response to Comment 7b -9a:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The proposed project will not generate any wastewater during construction. The amount of urban runoff entering Oxford Basin from the storm drain system will not significantly increase as a result of this project, and may likely decrease as a result of the proposed bioswales. Existing low flow diversion systems are in place upstream of the two outlets into Oxford Basin. Those units are designed to improve urban pollution run off by diverting the urban storm water flows to the sewer.

Response to Comment 7b -9b:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Since its construction in the late 1950s, Oxford Basin's primary purpose has been to serve as a flood control facility. The proposed project will not generate any wastewater during construction. The amount of urban runoff entering Oxford Basin from the storm drain system will not significantly increase as a result of this project, and may likely decrease as a result of the proposed bioswales. Existing low flow diversion systems are in place upstream of the two outlets into Oxford Basin. Those units are designed to improve urban pollution run off by diverting the urban storm water flows to the sewer.

The proposed project would not construct any major new stormwater drainage facilities or expand existing facilities. Impacts have been determined to be less than significant.

Response to Comment 7b -9c:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The project scope is to mitigate localized flooding, address water quality deficiencies, enhance native habitat, improve the site's aesthetics, and provide passive recreation features at the existing flood control facility (Oxford Basin). The proposed project follows the Conservation Policies for Oxford Basin specified in the Conservation & Management Plan for Marina del Rey (Hamilton 2010 as cited in Section 3.0 (Document Sources) of the IS/MND) and the Marina del Rey Land Use Plan (County of Los Angeles 2012 as cited in Section 3.0 (Document Sources) of the IS/MND).

Response to Comment 7b -10a:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The multi-story senior living development project proposed adjacent to Oxford Basin (Parcel OT) is not a County project and is not a part of this proposed project. Potential impacts from the senior living development will be analyzed under a separate environmental document.

Response to Comment 7b -10b:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The proposed project will improve passive recreational opportunities at Oxford Basin for the benefit of the immediate surrounding neighborhood. Passive recreation refers to non-consumptive uses such as wildlife observation, walking, and biking. The recreation goal is to provide passive recreational uses to ensure the least impact to wildlife. The project has been developed with the recommendation included in the biological assessment for Oxford Basin. The project has been evaluated and has been determined to have less than significant impact.

Response to Comment 7b -11:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The Initial Study determined that the proposed project may have significant effects; however, with identified mitigation measures, potentially significant impacts would be avoided or reduced to less than significant impact. There is no substantial evidence that the project may have significant effect, therefore, CEQA Guidelines directs the preparation of a Mitigated Negative Declaration.

Re: Oxford Retention Basin Enhancement Project

I am the owner of the property located at 732 Oxford Avenue, Marina del Rey. This is a single-family residence immediately adjacent to the northern perimeter of the above referenced Project that is considered, by your Draft report of May 2013, to be a "sensitive receptor". Accordingly, I hope that the following comments about your proposed Project will be given weight versus those that may be submitted by someone with an interest, but not considered to be a "sensitive receptor" My comments fall into four major categories: removal of existing trees; proposed perimeter fencing; effect on traffic and parking; and security and safety.

Comment 8-1

1. **Removal of existing trees.** I agree with this in a limited way. Page 4 of the Draft report states, "Proposed improvements include removing and replacing approximately 400 trees, of which approximately 350 are diseased, with 550 trees". Based on the Tree Removal Plan, shown in Figure 4 of the Draft report, the only identified "diseased" trees appear to be Myoporum. I understand from internet research that Malibu also had a problem with Myoporum. If these are the only diseased trees, I believe these are the only ones that should actually be replaced. The remaining existing trees tend to be large mature trees that are, apparently, healthy. They are and have been used by migratory nesting birds and serve as a sound barrier for traffic noises from both Washington Blvd. and Admiralty Way. Their replacement by new and smaller trees will eliminate both of these positive aspects.

Comment 8-2

2. **Proposed perimeter fencing.** I agree with the need for perimeter fencing but believe the section of the perimeter adjacent to Oxford Avenue should be a minimum of six feet high and not four feet high, as proposed on Page 6 of the Draft report. I understand that those using the existing bike path around the perimeter adjacent to Oxford Avenue may, on occasion, dispose of trash along their route. Installing the proposed four-foot fence along this section of the perimeter would not eliminate this practice. A six-foot high fence might. It is also not clear from the Draft report exactly what the material of the proposed perimeter fence will be. I highly recommend that this material be sound absorbent, not sound reflective. In this way, traffic noises that may come from both Washington Blvd. and Admiralty Way can be reduced, rather than enhanced and, thereby, would not add to any already existing disturbances that may be heard or felt by those of us considered to be "sensitive receptors.".

Comment 8-3

3. **Effect on traffic and parking.** There is nothing in the Draft report specifically dealing with the Project's effect on traffic and parking on Oxford Avenue. The Draft report states that the proposed Project "is designed to improve water quality, habitat quality aesthetics, and recreational opportunities in the Oxford Basin." Parking in the area is at a premium because of proximity to the beach. If the Project reaches its stated goals, it should attract more people, bikers and walkers/joggers. If so, how will these people travel to the Basin and where will they park? Oxford Avenue, with its accessible and unrestricted parking opportunities

Comment 8-4a

and its proximity to the Washington Blvd. entrance to the bike path and proposed walking path, may become one of the major areas that will be impacted by any increase in motor traffic. In part, any such increase could, without mitigation, expose the "sensitive receptors" residing on Oxford Avenue to substantial pollutant concentrations attributable to increased auto exhausts. To mitigate this possible problem, any additional motorists looking for parking to enjoy the improved recreational opportunities created by the Project should, to the extent possible, be diverted to the public parking lot at the western end of Washington Blvd. In addition, parking on Oxford Avenue should be by Permit Only, limited solely to residents and their invited guests. To achieve this, the County, under whose authority this Project is being proposed, must coordinate with the City of Los Angeles who has jurisdiction over parking on Oxford Avenue.

Comment 8-4 continued

Comment 8-4b

4. **Security and Safety.** Public security and safety is paramount, especially to the "sensitive receptor" communities adjacent to the Project. By creating an additional attraction (the enhanced Basin) more people will be attracted to the area. The seclusion of the proposed walking path, especially along the northern perimeter of the basin, adjacent to Oxford Avenue, will invite more people and, possibly, more crime. To address this, the Draft report proposes the installation of 43 inch high bollard lighting spaced approximately 25 feet apart directed down onto the proposed path. There is no evidence that the low-level outdoor lighting proposed for the Project will serve as a strong deterrent against crime. In fact, studies published on the Internet seem to indicate that this is not so. One web site states, "The reality is that security lighting can be effective when coupled with other security solutions. On its own, security lighting is not that effective. In fact, many crimes happen during the daylight hours." "According to the School of Criminal Justice at Rutgers University, security lighting is only effective if someone actually sees the criminal activity taking place. Otherwise, it really doesn't prevent crime. A criminal can easily disable the lights." Based on this, I recommend that in addition to the proposed lighting, the Project provides for County law enforcement to patrol the paths, either by foot or bicycle and/or, as an alternative, add monitored surveillance cameras. An alternative may be to allow the creation of an Oxford Avenue Homeowners' Group that has permission to retain a security company to patrol these paths, especially in the evening hours. In either event, the Project, as proposed, fails to adequately address the security and safety issues.

Comment 8-5

Before finalizing and implementing the proposed project, I sincerely hope, rather than considering "one side of the story", you will consider the needs of residents of Oxford Avenue, already identified as "sensitive receptors", who may be harmed by failure to fully and properly address the areas discussed above.

Comment 8-6

Thank you for your consideration.

Gloria Benveniste

Gloria Benveniste
(310) 822-4974

Response to Comment Letter # 8 (Gloria Benveniste)

Response to Comment 8-1:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.

Response to Comment 8-2:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Due to proposed improvements and associated grading, some existing trees will be removed. Root zones will be modified significantly. Trees along the northeastern edge of the site will remain. The tree removal and planting palette were based on the recommendation from the Biological Evaluation of Oxford Basin and are in compliance with Section B.5 of the Marina del Rey Land Use Plan. Also, per biologist recommendations, lower tree canopy is ideal for establishing appropriate habitat in Oxford Basin.

Mitigation Measure BIO-2 in Section 2.0, Number 4 (Biological Resources) of the Draft IS/MND is included to address the potential for nesting birds. No trees with active nest shall be removed until after the nest is vacated. Multiple surveys have been conducted in the project vicinity and have not identified active nests within the fenced area at Oxford Basin.

Based on a 2009 Caltrans study, in order for a vegetative strip to have a noticeable effect on noise levels, it must be dense enough to completely obstruct a visual path to the noise source and at least 100 feet wide to attenuate traffic noise by 5 dBA. Areas with an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees provides additional attenuation. The existing trees at the Project site do not obstruct a visual path to the surrounding roads. The existing site does not provide the characteristics of a sound barrier and the project proposes to maintain an absorptive ground surface with scattered trees at a density greater than existing conditions.

The replacement trees for the proposed project will grow to be approximately 8 feet tall or greater at maturity. Specific to the number of existing trees greater than 25 feet in height, these trees will be replaced at an approximate ratio of 3:1 with replacement trees that are also greater than 25 feet in height at maturity; however, the total number of trees onsite overall will be replaced at a 1:1 ratio. Noise levels experienced by residents and passersby post-construction will not be noticeably different compared to pre-construction levels. As Section 2.0, Number 12 (Noise) of the IS/MND identifies, impacts to noise levels would be less than significant.

Response to Comment 8-3:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The fence height was carefully chosen after consideration of many options and comparison with many similar sites in the marina and within Los Angeles County. While the fence will play an important role in establishing and maintaining site security, experience with similar sites and similar projects have

provided evidence that the site rehabilitation and increased public profile will lead to a decrease of illicit behavior at the site. Furthermore, the LACFCD and the Department of Beaches and Harbors will be establishing a new maintenance plan, which will further discourage illicit activity due to increased patrols, maintenance, and other visits by county staff. The maintenance plan will be finalized prior to the completion of the project.

The restoration of Oxford Basin would improve views of the basin and improve the character of the landscape. The project would result in an improved visual appearance for the project compared to the existing condition. The project design includes the addition of approximately ten trash cans total surrounding the basin, which should significantly decrease the likelihood of litter at the site. The project will not result in significant adverse aesthetic impacts as discussed in Section 2.0, Number 1 (Aesthetics) of the IS/MND.

Additionally, a Memorandum of Agreement will be set up between the County of Los Angeles Flood Control District, and the Department of Beaches & Harbors. This agreement will lay out a plan to address existing and future maintenance needs at the site. Public Works also will proactively work with the residents to resolve any maintenance issues/concerns.

Noise levels experienced by residents and passersby during or post-construction will not notice a change in noise levels. As Section 2.0, Number 12 (Noise) of the IS/MND identifies, impacts to noise levels would be less than significant.

Response to Comment 8-4a:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

As described in the Draft IS/MND, Section 2.0, Number 16 (Transportation/Traffic), traffic counts on major streets in the vicinity of Oxford Basin were analyzed and it was determined there would be less than significant traffic impact. The proposed project would generate minor temporary increase in traffic during the construction phase. It is not anticipated to significantly change local traffic patterns or to cause an increase in traffic due to population growth or change in land use, as no new housing or commercial uses are proposed as part of the project. The construction and operation of the project is not anticipated to generate new vehicle trips that would impact the existing level of service. Accordingly, a traffic impact analysis was not necessary, and was not prepared, for this project.

The proposed project will improve recreational opportunities at Oxford Basin for the benefit of the immediate surrounding neighborhood and is not expected to generate additional traffic.

A comprehensive and detailed parking study was performed by Raju Associates, Inc. (Draft Right-Sizing Parking Study, November 2009; Appendix C of the IS/MND) to assess the public parking needs within the Marina del Rey area. Both current and future needs were assessed through the year 2030 and right-sizing of public parking within various areas in Marina del Rey have been addressed as part of this study. According to the study, public parking lots in Marina del Rey are underutilized and there would be more than adequate public parking supply within the Marina to meet current and future needs. There are two public parking lots adjacent to the Oxford Basin area that serve nearby residents as well as visitors to the Marina facilities. Lot 7 located at 4350 Admiralty Way has 120 parking spaces for use, and Lot 9 located at 14110 Palawan Way has 186 parking spaces available for use, and street parking is also

available on Washington Blvd. adjacent to Oxford Basin. Residents and visitors to the Oxford Basin and Marina facilities have the option to park in one of these public parking lots or have the ability to park in any other public parking lot in the Marina and use the Water Taxi or the Shuttle to reach their final destinations. There would be a less than significant impact to parking. This has been added to Section 2.0, Number 16 (Transportation/Traffic) of the IS/MND.

Response to Comment 8-4b:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The comment expresses concerns regarding changing the parking permissions on Oxford Avenue to Permit Only parking. A conversion of Oxford Avenue to Permit Only parking is not necessary based on the impacts analysis of this project. A comprehensive and detailed parking study was performed by Raju Associates, Inc. (Draft Right-Sizing Parking Study, November 2009; Appendix C of the IS/MND) to assess the public parking needs within the Marina del Rey area. Both current and future needs were assessed through the year 2030 and right-sizing of public parking within various areas in Marina del Rey have been addressed as part of this study. According to the study, public parking lots in Marina del Rey are underutilized and there would be more than adequate public parking supply within the Marina to meet current and future needs. There are two public parking lots adjacent to the Oxford Basin area that serve nearby residents as well as visitors to the Marina facilities. Lot 7 located at 4350 Admiralty Way has 120 parking spaces for use, and Lot 9 located at 14110 Palawan Way has 186 parking spaces available for use, and street parking is also available on Washington Blvd. adjacent to Oxford Basin. Residents and visitors to the Oxford Basin and Marina facilities have the option to park in one of these public parking lots or have the ability to park in any other public parking lot in the Marina and use the Water Taxi or the Shuttle to reach their final destinations. There would be a less than significant impact to parking. This has been added to Section 2.0, Number 16 (Transportation/Traffic) of the IS/MND.

Response to Comment 8-5:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Per the Draft IS/MND, the 43-inch high bollard lightings are to improve the recreational aspects of the site and to make the trail safer for walking. In addition, on June 20, 2013, Los Angeles County Department of Public Works met with the Department of Beaches and Harbors and County Sheriff's Department to discuss the public's concerns with vagrancy and public safety. These three departments will be working together on a plan to patrol the site more frequently and to address the residents' concerns as they are identified. In addition, Marina del Rey Sheriff Station's phone number (310-482-6000) will be posted at the site so that residents/visitors can report suspicious activities.

Research indicates that trails typically have a neutral to positive effect on crime and vandalism (Puncochar and Lagerwey 1987). A study conducted by the Seattle Engineering Department's Office for Planning found the existence of the Burke-Gilman Trail in Seattle has little, if any, effect on crime and vandalism near and adjacent to the trail corridor (Puncochar and Lagerwey 1987). According to the study, police officers that were interviewed found no greater incidence of burglaries and vandalism of homes along the trail. Residents that were interviewed reported that the establishment of the trail has helped to decrease the amount of litter, and discourage vagrants within the corridor. Real estate agents

who buy and sell homes in areas near and adjacent to the trail found the trail brought an increase in property values and provided an added selling point.

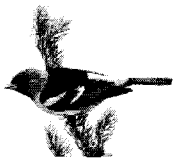
Improvements to Oxford Basin are intended to benefit the surrounding community and provide additional recreational opportunities. No potentially significant impacts to aesthetics, public services, or recreation were identified.

Reference cited:
Puncochar, B. and P. Lagerwey. 1987. Evaluation of the Burke-Gilman Trail's Effect on Property Values and Crime. Seattle Engineering Department, Office for Planning. May 1987.

Response to Comment 8-6:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.

Comment Letter #9



P.O. Box 931057
Los Angeles, California 90093-1057

June 18, 2013

County of Los Angeles
Department of Public Works
Programs Development Division, 11th Floor
Attention: Ms. Reyna Soriano
P.O. Box 1460
Alhambra, CA 91802-1460

Dear Ms. Soriano:

Comment 9-1

Los Angeles Audubon has been a voice for birds and conservation in Los Angeles for 103 years. Our mission is to promote the enjoyment and protection of birds and other wildlife through recreation, education, conservation and restoration. We have over 3,500 members and supporters, most of whom live in Los Angeles.

At its June meeting, the Board of Directors of Los Angeles Audubon voted to convey to you a series of concerns about the proposed Mitigated Negative Declaration (MND) for the Oxford Retention Basin Multiuse Enhancement Project. We have reviewed the project as described in the MND, as well as copies of various presentations about the project that are archived on your website.

Comment 9-2

In 1963, the County of Los Angeles Board of Supervisors dedicated the Oxford Basin as a "Bird Conservation Area," according to contemporaneous reports in the Los Angeles Times. At the time, the property was enclosed in a high fence and only conservation groups were allowed inside the fence. The purpose for this was to reduce disturbance of the wetland area by people, cats, dogs, and "vermin" (*Los Angeles Times*, March 24, 1963).

Furthermore, in the 2012 Marina del Rey Land Use Plan, the Oxford Basin receives specific protections. It specifically states, "The County will establish the primacy of wildlife habitat values over recreational uses" (p. 5-10). The LUP also warns against opening up the wetland habitat to disturbance on the perimeter:

> "The County intends to remove non-native landscaping and increase public access to the margins of Oxford Basin. Existing dense vegetation and fencing provides considerable security for wildlife, including the herons and egrets that use the basin's

Comment 9-2 continued

existing habitats in large numbers. Improving public access to the basin and replacing the tall myoporum with low-growing scrub will be of little or no practical value (for wildlife or the public) if increased human activity causes the herons, egrets, and other wildlife species to stay away from Oxford Basin. Therefore, a phased plan to remove the invasive non-native trees and to replace them with appropriate roosting and nesting native and non-invasive. Non-native trees must be developed in conjunction with developing enhanced Oxford Basin public access opportunities. It is imperative to maintain and enhance Oxford Basin for wading bird roosting and nesting because this is an area currently favored by many species that does not have significant human/bird conflicts. The basin must be managed carefully for its wildlife habitat values, along with providing for flood protection and water quality improvement. Levels of passive recreation and other non-essential human uses should not conflict with these main purposes" (Marina del Rey Land Use Plan, 2012, p. 5-10).

Comment 9-3

The proposed new design for the Oxford Basin is not in keeping with the designation of it as a bird conservation area, nor does it reflect the primacy of wildlife protection required for the site. The fences would be removed and those that replace them are insufficient to keep out species that might disturb birds in the area. Both people and pets would have much closer access to the area surrounding the wetland, and because of the inclusion of the new berm in the middle of the basin, the area free from disturbance would be significantly diminished. Waterbirds are sensitive to disturbance from passive recreation (Klein et al. 1995) and the buffer distances at Oxford Basin are already very small (potential nesting areas should have a 50–250 m buffer, Carney and Sydeman 1999). The proposed project eliminates any buffer area at all and introduces more disturbances closer to important habitat for waterbirds. The project therefore is not consistent with existing policies and ordinances protecting biological resources (MND checklist item 4.e), will have a significant impact on biological resources, and therefore requires an Environmental Impact Report and not a MND.

Comment 9-4

The mere presence of people or predators (e.g., dogs and cats) can reduce use of an area by birds for foraging, nesting, breeding, or other behaviors. To function best as a Bird Conservation Area (a designation that the Board of Supervisors has not reversed), the site should have a fence surrounding it that minimizes intrusion by cats, dogs, and other urban-associated mammals, and that keeps people out of the vegetation that should be planted around the basin. The vegetation should be native (not "more native" as described in the MND), and be concentrated in species that are appropriate to a saltwater to brackish wetland, not the coastal sage scrub species proposed in the MND. Especially where freshwater flows into the detention basin, the dominant plantings should be native willow species, along with associated understory species. The goal should be that the basin be surrounded by a dense thicket of trees that shield the wetland from visual disturbance and provide nesting habitat for colonial waterbirds.

Comment 9-5

We do not endorse the transformation of a bird conservation area into a multi-use park with lighting and trail infrastructure. The assessment of Marina del Rey by Hamilton and Cooper (2010) clearly describes the importance of the Oxford Basin as a location for juvenile waterbirds (Great Egrets, Snowy Egrets, and Black-crowned Night-Herons). Hamilton and Cooper concluded that this location is one of the two most important foraging areas in the Marina for these species. We believe that should be protected accordingly. The design should following the restrictions in the 2012 Land Use Plan, which has not been done.

Comment 9-6

Maintaining the existing habitat for foraging waterbirds requires that careful attention be paid to the depth of water present in the basin (Taft et al. 2002). Waterbirds require water of a certain depths, and maximization of waterbird habitat would require a basin topography that provides reliable areas of different depths for different types of foraging birds (e.g., short waders, tall waders, dabblers, and divers) (Taft et al. 2002). The topography of the basin as drawn in the MND does not show any consideration of this need. Furthermore, the MND does not contain any analysis of the daily and seasonal provision of water of appropriate depths and therefore does not contain sufficient information to conclude that wildlife habitats are protected and enhanced, as is required by the Land Use Plan.

Comment 9-7

The berm to be constructed through the basin to create a more roundabout path for tidal flows appears to be an experimental design. Please provide examples of this design successfully altering water quality in a detention basin.

Comment 9-8

If the bollard lighting is used, it should be yellow in color because this minimizes attraction of insects (Eisenbeis 2006). The lights should not be full spectrum (Falchi et al. 2011).

Comment 9-9

The MND provides no mitigation for the temporary loss of foraging habitat for juvenile waterbirds during construction. Given the importance of this site in the region (as documented by the County's own biologists), the loss of this habitat during construction would be a significant impact, even if it were temporary. Because the biological analysis does not adequately describe the daily and annual distributions of water depth in the dredged basin, the County has not provided any evidence that the impact would indeed be temporary.

Comment 9-10

In sum, the proposed design of the restoration does not meet the modest standards set in the Land Use Plan, and certainly does not adequately accommodate the needs of foraging, roosting, and nesting birds as required. The site will be subject to increased human disturbance (with their pets), and removes the fence intended to protect birds in the sanctuary from such disturbances. The vegetation plan fails to establish an adequate visual screen, and the trail design introduces additional light and disturbance closer to bird foraging and roosting habitats. We appreciate the desire to encourage recreational trail use in the Marina, but the Land Use Plan for this location requires that wildlife protection be the top priority. Unfortunately, the design reviewed here does not place the priority on protecting and enhancing bird habitat.

Comment 9-11

Los Angeles Audubon would be available to work with the County to develop a plan that does in fact protect birds and their habitats, as is required by the Land Use Plan, and would be required to allow approval of a Mitigated Negative Declaration.

Yours sincerely,

Travis Longcore, Ph.D.
President

Literature Cited

Carney, K. M., and W. J. Sydeman. 1999. A review of human disturbance effects on nesting colonial waterbirds. Waterbirds 22:68–79.

Eisenbeis, G. 2006. Artificial night lighting and insects: attraction of insects to streetlamps in a rural setting in Germany. Pages 281–304 in Ecological consequences of artificial night lighting (C. Rich, and T. Longcore, Eds.). Island Press, Washington, D.C.

Falchi, F., P. Cinzano, C. D. Elvidge, D. M. Keith, and A. Haim. 2011. Limiting the impact of light pollution on human health, environment and stellar visibility. Journal of Environmental Management 92:2714–2722.

Hamilton, R. A., and D. S. Cooper. 2010. Conservation & Management Plan for Marina del Rey, Los Angeles County, California. County of Los Angeles, Los Angeles.

Klein, M. L., S. R. Humphrey, and H. F. Percival. 1995. Effects of ecotourism on distribution of waterbirds in a wildlife refuge. Conservation Biology 9:1454–1465.

Taft, O. W., M. A. Colwell, C. R. Isola, and R. Safran. 2002. Waterbird responses to experimental drawdown: implications for the multispecies management of wetland mosaics. Journal of Applied Ecology 39:987–1001.

Response to Comment Letter # 9 (Audubon Society – Travis Longcore)

Response to Comment 9-1:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.

Response to Comment 9-2:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.

Response to Comment 9-3:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Oxford Basin was designated as a "Bird Conservation Area" by the County of Los Angeles in January 1963, as requested of the Board of Supervisors by various naturalist organizations. The motion approved by the Board of Supervisors stated “It is appropriate Parcel ‘P’ be designated a bird conservation area since such usage would be compatible with the parcel’s **primary designation as a drainage basin.**” The “Bird Conservation Area” designation was not based on any formal project-specific study or plan, nor was it designated in order to be in conformance with an existing land-use policy. There was no formal management plan or other guidelines for ecological restoration for the newly designated “Bird Conservation Area.” The original planned efforts toward creating bird habitat are not consistent with modern understandings of conservation biology principles.

In June 1973, the Board of Supervisors adopted an agreement providing for the Los Angeles County Flood Control District (LACFCD) to assume the responsibility for the operation and maintenance of Oxford Basin as a flood control facility. Since its construction in the late 1950s, Oxford Basin's primary purpose has been to serve as a flood control facility. Although the basin receives flood discharges it does provide bird habitat and is used by birds typical of a water feature in an urban setting.

Following the designation of Oxford Basin as a flood control facility, the Los Angeles County Natural History Museum conducted a 17-month long study of the area (Shreiber and Dock 1980 as cited in Section 3.0 (Document Sources) of the IS/MND), which described Oxford Basin as "not an important component of overall pattern of avian distribution in the L.A. area." Further it concluded that it is very unlikely to be improved to serve as a wild bird habitat. Nevertheless, the proposed project provides an opportunity to increase habitat values of Oxford Basin.

The existing fences will not be removed but be replaced with fences in a similar footprint as the existing fences. It is expected that there will be no substantial change in the disturbance to birds based on the exclusion of the different types of fences. People and pets will have access to the viewing platforms that are located closer to the Salicornia, Sea Lavender and Disturbed marshes than the existing fence line; however, the viewing platforms will be fenced and people and pets will not be allowed to access these wetlands; there would be no direct disturbance to these wetlands. The new berm in the middle of the basin will not be publicly accessible and will not diminish any areas currently free from disturbance.

Klein et al. (1995) studied the effects of ecotourism at a National Wildlife Refuge, specifically cars and pedestrian traffic through the middle of a wildlife refuge; this study showed herons, egrets, and brown pelicans were most likely to remain close to areas of high human activity. The study identifies "[i]nherent pseudoreplication of this study makes the results only locally applicable." In addition, the conditions of the study involved human disturbance through the middle of the wildlife refuge, whereas Oxford Basin currently experiences human disturbance around the edges of the project site; the proposed project would not introduce a new form of human disturbance. Carney and Sydeman (1999) conducted a review and summarized the results of published investigations of human disturbance on nesting colonial waterbirds; this review focused on disturbance by investigators/researchers, ecotourism, recreator, watercraft, and aircraft activity. Carney and Sydeman (1999) concluded that effects of visitor disturbance has not been well studied and there is little known concerning the effects of visitor activity on waterbirds with the exception of penguins. In addition, Oxford Basin is located within an urban environment and currently is surrounded by existing human disturbance along the outer edge of the basin, whereas the study focused on disturbance from the center of wildlife refuges or areas away from any other nearby human disturbance. The proposed project does not substantially change the buffer area between the basin resources and existing human effects.

As stated in item 4.e of the IS/MND checklist, the Oxford Basin Enhancement Project would not conflict with any local policies or ordinances protecting biological resources. The project scope is to mitigate localized flooding, address water quality deficiencies, enhance native habitat, improve the site's aesthetics, and provide passive recreation features at the existing flood control facility (Oxford Basin). The proposed project follows the Conservation Policies for Oxford Basin specified in the Conservation & Management Plan for Marina del Rey (Hamilton 2010 as cited in Section 3.0 (Document Sources) of the IS/MND) and the Marina del Rey Land Use Plan (County of Los Angeles 2012 as cited in Section 3.0 (Document Sources) of the IS/MND).

The Initial Study determined that the proposed project may have significant effects; however, with identified mitigation measures, potentially significant impacts would be avoided or reduced to less than significant impact. There is no substantial evidence that the project may have significant effect, therefore CEQA Guidelines directs the preparation of a Mitigated Negative Declaration.

References cited:

Klein, M. L., S. R. Humphrey, and H. F. Percival. 1995. Effects of ecotourism on distribution of waterbirds in a wildlife refuge. Conservation Biology 9:1454-1465.

Carney, K. M., and W.J. Sydeman. 1999. A review of human disturbance effects on nesting colonial waterbirds. Waterbirds 22:68-79.

Response to Comment 9-4:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

When Oxford Basin was designated as a "Bird Conservation Area" by the County of Los Angeles in January 1963, the motion approved by the Board of Supervisors stated "It is appropriate Parcel 'P' be designated a bird conservation area since such usage would be compatible with the parcel's **primary designation as a drainage basin.**" The "Bird Conservation Area" designation was not based on any formal project-specific study or plan, nor was it designated in order to be in conformance with an existing land-use policy. There was no formal management plan or other guidelines for ecological

restoration for the newly designated “Bird Conservation Area.” The original planned efforts toward creating bird habitat are not consistent with modern understandings of conservation biology principles.

Subsequently in June 1973, the Board of Supervisors adopted an agreement providing for the Los Angeles County Flood Control District (LACFCD) to assume the responsibility for the operation and maintenance of Oxford Basin as a flood control facility. Since its construction in the late 1950s, Oxford Basin's primary purpose has been to serve as a flood control facility. Following the designation of Oxford Basin as a flood control facility, the Los Angeles County Natural History Museum conducted a 17-month long study of the area (Shreiber and Dock 1980 as cited in Section 3.0 (Document Sources) of the IS/MND), which described Oxford Basin as "not an important component of overall pattern of avian distribution in the L.A. area." Although the basin receives flood discharges it does provide bird habitat and is used by birds typical of a water feature in an urban setting. The proposed project addresses water quality concerns by proposing several features that would improve water quality.

Language within the document has been modified to clarify that the proposed project includes restoration of a wetland area, and is not solely a wetland restoration project. There is only a small section (0.48 acres) of the Oxford Basin that includes a wetland area and during construction this area will be disturbed. Part of the grading within that area may add space for the wetlands to expand. The project includes re-vegetating with native wetland plants. The project will increase wetlands acreage by approximately 0.28 acre. The proposed project’s main purpose is flood control and water quality improvement, with some aesthetic and recreational components.

People, dogs, and cats currently are present around the project area. The proposed project fence replacement does not change the existing environment. The proposed fence will continue to function as an exclusionary structure; the wetlands within Oxford Basin will not be open to the public to walk through.

The tree removal and planting palette were based on the recommendation from the Biological Evaluation of Oxford Basin performed by Hamilton Consulting and are in compliance with Section B.5 of the Marina del Rey Land Use Plan, which incorporates recommendations from the Conservation and Management Plan prepared by Hamilton Consulting. Specifically, the Land Use Plan states “All vegetation above the high-tide line to be preserved, promoted, and restored/recreated should consist only of the two habitat types native to the historical Ballona Wetlands area: 1) coastal scrub…, 2) willow scrub…, and riparian canopy (Native and non-invasive, non-native trees appropriate for supporting roosting and nesting colonial waterbirds). A professional firm, or firms, specializing in southern California native plant restoration, installation, and maintenance is recommended to prepare the site for planting, and to achieve successful establishment of these native communities.” The planting palette includes native Willow Scrub. Included in the recommendations are removal of trees and conversion to lower-profile habitat. Also, proposed lighting will be wildlife friendly and directed away from the basin.

As noted in the Conservation & Management Plan for Marina del Rey, few sensitive species other than colonial waterbirds occur at the Marina today, and those that do either use the site only marginally (e.g., the California Least Tern) or have shown themselves to be highly tolerant of humans (e.g., California Brown Pelican); thus, human disturbances at Marina del Rey probably have little ongoing effect upon these species.

Response to Comment 9-5:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The project scope is to mitigate localized flooding, address water quality deficiencies, enhance native habitat, improve the site's aesthetics, and provide passive recreation features at the existing flood control facility (Oxford Basin). The proposed project follows the Conservation Policies for Oxford Basin specified in the Conservation & Management Plan for Marina del Rey (Hamilton 2010 as cited in Section 3.0 (Document Sources) of the IS/MND) and the Marina del Rey Land Use Plan (County of Los Angeles 2012 as cited in Section 3.0 (Document Sources) of the IS/MND). The project will improve habitat based on following the recommendations of biologists, as the proposed project is currently designed. Hamilton Consulting (Hamilton of the referenced Hamilton and Cooper) has been involved in peer review of the planting palette and proposed project design considerations for birds.

Response to Comment 9-6:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Since its construction in the late 1950s, Oxford Basin's primary purpose has been to serve as a flood control facility. When the County of Los Angeles designated Oxford Basin as a "Bird Conservation Area" in January 1963, the motion approved by the Board of Supervisors stated "It is appropriate Parcel 'P' be designated a bird conservation area since such usage would be compatible with the parcel's **primary designation as a drainage basin.**" The "Bird Conservation Area" designation was not based on any formal project-specific study or plan, nor was it designated in order to be in conformance with an existing land-use policy.

Subsequently in June 1973, the Board of Supervisors adopted an agreement providing for the Los Angeles County Flood Control District (LACFCD) to assume the responsibility for the operation and maintenance of Oxford Basin as a flood control facility. Although the basin receives flood discharges it does provide bird habitat and is used by birds typical of a water feature in an urban setting. The site's primary purpose as a flood control facility requires certain grading constraints. The proposed grading plan will provide a wide variety of water depths. Proposed changes to Low Flow Diversion headwall and tide gate operations will allow significant improvement of tidal exchange, more closely replicating a natural setting.

Response to Comment 9-7:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

LACDPW is planning to take an adaptive management approach to the berm and tide gate operation, and planning to extensively monitor the project pre- and post-construction to maximize the water quality benefits of the berm. Adaptive management is "a systematic approach for improving resource management by learning from management outcomes. An adaptive approach involves exploring alternative ways to meet management objectives, predicting the outcomes of alternatives based on the current state of knowledge, implementing one or more of these alternatives, monitoring to learn about

the impacts of management actions, and then using the results to update knowledge and adjust management actions (Williams et al. 2009)."

LACDPW has not conducted specific computer modeling nor does LACDPW have any previous experience with this type of vegetated berm. However, LACDPW has considered the range of options and constraints to adjusting operations and operating criteria and the functions of the berm and tide gates were considered in the impact analyses in the IS/MND. Although the design of the berm and tide gate operation are experimental to this location, there is no debate that increasing circulation will increase dissolved oxygen levels of the water within Oxford Basin, which will help improve water quality. The circulation berm and a revised operation program of the tide gates will direct flows around the basin utilizing tidal flows. Based on an adaptive management approach, modifications to the Basin's operation will be made during a post-construction monitoring period to optimize the Project results. As stated in Section 2.0, Number 9 (Hydrology and Water Quality), subsection 9a of the IS/MND, the project would not violate any water quality standards or waste discharge requirements and would have a less than significant impact on water quality.

Reference cited:
Williams, B. K., R. C. Szaro, and C. D. Shapiro. 2009. Adaptive Management: The U.S. Department of the Interior Technical Guide. Adaptive Management Working Group, U.S. Department of the Interior, Washington, DC. Website accessed on September 30, 2013.
http://www.doi.gov/initiatives/AdaptiveManagement/TechGuide/Chapter1.pdf.

Response to Comment 9-8:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The wildlife-friendly, dark-sky compliant lighting chosen for this project is consistent with wildlife best management practices, and was chosen after consultation with several biologists. Additionally, although Marina del Rey is not subject to the Los Angeles County rural dark skies ordinance (http://planning.lacounty.gov/view/rural_outdoor_lighting_district_ordinance), the lighting selected for this project is consistent with its guidelines. The light fixtures will be installed at a height (43") to minimize light trespass, and use the lowest amount of light needed for safety and security (http://www.myfwc.com/conservation/you-conserve/lighting/). They are also shielded to minimize light trespass. There would be less than significant impact due to lighting as identified in the IS/MND, Section 2.0, Number 1 (Aesthetics).

Response to Comment 9-9:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Oxford Basin has not supported use by any listed species within the last several years. Therefore, temporary disturbance during construction would not have a significant impact on use by a listed species. In some years, herons and egrets use the trees near Oxford Basin for nesting and juveniles forage in the basin. However, as described in the Marina del Rey Conservation and Management Plan, herons and egrets move around and use many trees throughout the Marina for nesting. There are numerous other sites within the general Marina del Rey area that can be and are used for heron and egret foraging. The prime nesting areas for herons and egrets in the Marina area are Oxford Basin, near

Fisherman's village at the end of Fiji Way, and at Mariners Village on the other side of the Marina. As identified in the Conservation and Management Plan, "[b]irds from these colonies, as well as from smaller ones scattered around Marina del Rey, forage and roost widely in the marina and the adjacent Ballona Wetlands, but are concentrated during the spring/summer nesting season around their food sources: Oxford Basin and the two bait docks on either side of the marina channel entrance." Herons and egrets were found to routinely roost and forage in other areas, as well, including Area A of the Ballona Wetlands, Ballona Lagoon, Area B of the Ballona Wetlands, Ballona Freshwater Marsh, and Ballona Creek. Therefore, the temporary loss of Oxford Basin for foraging for one season is considered a less than significant impact.

Response to Comment 9-10:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The purpose of the proposed project is not to specifically enhance Bird Conservation Area habitat value, but to improve water quality, habitat quality, aesthetics, and recreational opportunities within Oxford Basin. As stated previously in Response to Comment 9-4, since its construction in the late 1950s, Oxford Basin's primary purpose has been to serve as a flood control facility. The proposed project follows the Conservation Policies for Oxford Basin specified in the Conservation & Management Plan for Marina del Rey (Hamilton 2010 as cited in Section 3.0 (Document Sources) of the IS/MND) and the Marina del Rey Land Use Plan (County of Los Angeles 2012 as cited in Section 3.0 (Document Sources) of the IS/MND). Approval of the project will include County of Los Angeles Department of Regional Planning as well as approval from the Los Angeles County Board of Supervisors.

People, dogs, and cats currently are present around the project area. The proposed project fence replacement does not change the existing environment. The proposed fence will continue to function as an exclusionary structure; the wetlands within Oxford Basin will not be open to the public to walk through. The enhancement of the bike trail and walking trail do not disturb a greater amount of habitat and available nearby foraging habitats will not be affected. Herons and egrets forage and roost widely in the marina and the adjacent Ballona Wetlands, but are concentrated during the spring/summer nesting season around their food sources: Oxford Basin and the two bait docks on either side of the marina channel entrance. Herons and egrets were found to routinely roost and forage in other areas, as well, including Area A of the Ballona Wetlands, Ballona Lagoon, Area B of the Ballona Wetlands, Ballona Freshwater Marsh, and Ballona Creek. The temporary loss of Oxford Basin for foraging for one season is considered a less than significant impact.

Proposed vegetation is based on the recommendation from the Biological Evaluation of Oxford Basin performed by Hamilton Consulting and are in compliance with Section B.5 of the Marina del Rey Land Use Plan, which incorporates recommendations from the Conservation and Management Plan prepared by Hamilton Consulting. Specifically, the Land Use Plan states "All vegetation above the high-tide line to be preserved, promoted, and restored/recreated should consist only of the two habitat types native to the historical Ballona Wetlands area: 1) coastal scrub…, 2) willow scrub…, and riparian canopy (Native and non-invasive, non-native trees appropriate for supporting roosting and nesting colonial waterbirds). A professional firm, or firms, specializing in southern California native plant restoration, installation, and maintenance is recommended to prepare the site for planting, and to achieve successful establishment of these native communities." The planting palette includes native Willow Scrub. Included in the

recommendations are removal of trees and conversion to lower-profile habitat. Also, proposed lighting will be wildlife friendly and directed away from the basin.

Response to Comment 9-11:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The proposed project follows the Conservation Policies for Oxford Basin specified in the Conservation & Management Plan for Marina del Rey (Hamilton 2010 as cited in Section 3.0 (Document Sources) of the IS/MND) and the Marina del Rey Land Use Plan (County of Los Angeles 2012 as cited in Section 3.0 (Document Sources) of the IS/MND). Approval of the project will include County of Los Angeles Department of Regional Planning as well as approval from the Los Angeles County Board of Supervisors.

Comment Letter #10

BALLONA INSTITUTE
restoration, research, education, artistic expression

Wetlands Defense Fund

June 18, 2013

County of Los Angeles
Department of Public Works
Programs Development Division, 11th Floor

Attention: Ms. Reyna Soriano
P.O. Box 1460
Alhambra, CA 91802-1460

Re: Oxford Lagoon MND "Oxford Retention Basin Multiuse Enhancement Project"

Dear Ms. Soriano:

Comment 10-1

Please accept these comments as part of the public response for the above-named project: the MND "Oxford Retention Basin Multiuse Enhancement Project." First, we make note of the fact that numerous members of the public asked for, but were denied a longer time period for comment. Given the fragile nature and extreme diminished state of our coastal wetland ecosystems in California, this denial of additional time for further evaluation of the documents by the public is more than disappointing; it is tragic.

Comment 10-2

The subject land, which we refer to as Oxford Lagoon, is a part of the historical Ballona Wetlands and currently functions as part of what the California Audubon Society has designated as an "Important Bird Area" – the Ballona Valley.

Nesting Black-crowned Night Heron have long been documented on the edges of this lagoon habitat, and more recently Great Egret and Snowy Egret have begun nesting in trees adjacent to this lagoon. It is obvious to naturalists who have observed this area that the ecology of this lagoon is important to and enhances the ability of these bird species to nest here – as the adult birds require fish for feeding to their young in the nest.

Comment 10-2 continued

We are most concerned about the plans by LA County Flood Control and the Dept. of Public Works to alter this habitat – which is a fragile and crucial cradle of life for numerous wetland species – and turn it into a "multiuse project."

We are particularly concerned about the huge number of trees that this plan would kill, especially since many of those trees have been used by the birds which have long resided in this area.

Comment 10-3

We are also extremely concerned that the habitat alterations planned for this lagoon are being contemplated to follow the drastic, bulldozer-driven, "rape & pillage" style of a project that the Santa Monica Bay Restoration Commission is advocating, as they have implemented at Malibu Lagoon to the shock and horror of the community, as well as to wetland scientists, ecologists and environmental groups, but can not in good conscience be called "restoration."

Comment 10-4

We ask that this plan be completely withdrawn and a new planning process be started, including all stakeholders, including our organizations and many others committed to protecting this area as a bird sanctuary, which was the purpose originally intended when it was set aside.

Comment 10-5

We also are shocked that the amount of habitat destruction that is contemplated could be done without a full and complete environmental impact report. An MND? There is no way that such habitat alteration and destruction of a wetlands ecosystem in the coastal zone can be done without a full EIR.

Comment 10-6

There is certainly much more that we could say if we had the time needed to properly review the materials in the MND and Initial Study. Unfortunately, the time allowed is insufficient, given other responsibilities. Still, we reviewed the documents enough to see that there is no way this project can legally proceed without a full Environmental Impact Report (EIR) being prepared. We urge you to alter your course and begin anew. There are numerous errors in this document, and it is in no way sufficient for such an important project.

Comment 10-7

Thank you once again for the opportunity to comment. We trust that you will seriously consider these comments, as this rare and imperiled ecosystem that the Oxford Lagoon part of the historical Ballona Wetlands is deserves nothing less. It is an crucial part of the mosaic of habitat types of the Ballona Valley, and it is unique and irreplaceable. Certainly, a manmade makeover will be unacceptable in its place.

Comment 10-8

Please add our organizations to your mailing list:
Wetlands Defense Fund
322 Culver Blvd., Ste. 317
Playa del Rey, CA 90293

Ballona Institute
322 Culver Blvd., Ste. 317
Playa del Rey, CA 90293

Comment 10-9

Should you have further questions, feel free to call Ballona Institute at: 310-823-7040 or Wetlands Defense Fund at (310) 821-9045.

Robert Roy van de Hoek

Robert Roy van de Hoek /s/

Conservation Biologist & President
Wetlands Defense Fund

Marcia Hanscom

Marcia Hanscom /s/

Executive Director
Ballona Institute

Response to Comment Letter # 10 (Ballona Institute – Marcia Hanscom)

Response to Comment 10-1:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Public Works received one request from Mr. Douglas Fay to extend the public review period. In accordance with California Environmental Quality Act Guidelines Section 15073 (a), the public review period shall not be less than 20 days. When a proposed mitigated negative declaration and initial study are submitted to the State Clearinghouse for review by state agencies, the public review period shall not be less than 30 days. As stated in the Notice of Intent this project has a 30 day public review. In order to meet the construction schedule, all comments received within the specified review period were considered.

Response to Comment 10-2:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Since its construction in the late 1950s, Oxford Basin's primary purpose has been to serve as a flood control facility. In January 1963, when the County of Los Angeles designated Oxford Basin as a "Bird Conservation Area", the motion approved by the Board of Supervisors stated "It is appropriate Parcel 'P' be designated a bird conservation area since such usage would be compatible with the parcel's **primary designation as a drainage basin.**" Subsequently, in June 1973, the Board of Supervisors adopted an agreement providing for the Los Angeles County Flood Control District (LACFCD) to assume the responsibility for the operation and maintenance of Oxford Basin as a flood control facility. The project scope is to mitigate localized flooding, address water quality deficiencies, enhance native habitat, improve the site's aesthetics, and provide passive recreation features at the existing flood control facility (Oxford Basin). The proposed project follows the Conservation Policies for Oxford Basin specified in the Conservation & Management Plan for Marina del Rey (Hamilton 2010 as cited in Section 3.0 (Document Sources) of the IS/MND) and the Marina del Rey Land Use Plan (County of Los Angeles 2012 as cited in Section 3.0 (Document Sources) of the IS/MND).

The tree removal and planting palette were based on the recommendation from the Biological Evaluation of Oxford Basin and are in compliance with Section B.5 of the Marina del Rey Land Use Plan. Mitigation Measure BIO-2 in Section 2.0, Number 4 (Biological Resources) of the Draft IS/MND is included to address the potential for nesting birds. No trees with active nest shall be removed until after the nest is vacated. Multiple surveys have been conducted in the project vicinity and have not identified active nests within the fenced area at Oxford Basin.

Response to Comment 10-3:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Language within the document has been modified to clarify that the proposed project includes restoration of a wetland area, and is not solely a wetland restoration project. There is only a small section (0.48 acres) of the Oxford Basin that includes a wetland area and during construction this area

will be disturbed. Part of the grading within that area may add space for the wetlands to expand. The project includes re-vegetating with native wetland plants. The project will increase wetlands acreage by approximately 0.28 acre. The proposed project's main purpose is flood control and water quality improvement, with some aesthetic and recreational components. Additionally, the proposed project considers the habitat values of the project site. The Initial Study determined that the proposed project may have significant effects; however, with identified mitigation measures, potentially significant impacts would be avoided or reduced to less than significant impact. There is no substantial evidence that the project may have significant effect.

Response to Comment 10-4:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Oxford Basin is not considered a bird sanctuary. Since its construction in the late 1950s, Oxford Basin's primary purpose has been to serve as a flood control facility. In January 1963, when the County of Los Angeles designated Oxford Basin as a "Bird Conservation Area", the motion approved by the Board of Supervisors stated "It is appropriate Parcel 'P' be designated a bird conservation area since such usage would be compatible with the parcel's **primary designation as a drainage basin.**" The "Bird Conservation Area" designation was not based on any formal project-specific study or plan, nor was it designated in order to be in conformance with an existing land-use policy. There was no formal management plan or other guidelines for ecological restoration for the newly designated "Bird Conservation Area." The original planned efforts toward creating bird habitat are not consistent with modern understandings of conservation biology principles.

In June 1973, the Board of Supervisors adopted an agreement providing for the Los Angeles County Flood Control District (LACFCD) to assume the responsibility for the operation and maintenance of Oxford Basin as a flood control facility. Although the basin receives flood discharges it does provide bird habitat and is used by birds typical of a water feature in an urban setting. The proposed project addresses water quality concerns by proposing several features that would improve water quality.

Following the designation of Oxford Basin as a flood control facility, the Los Angeles County Natural History Museum conducted a 17-month long study of the area (Shreiber and Dock 1980 as cited in Section 3.0 (Document Sources) of the IS/MND), which described Oxford Basin as "not an important component of overall pattern of avian distribution in the L.A. area." Further it concluded that it is very unlikely to be improved to serve as a wild bird habitat. Nevertheless, the proposed project provides an opportunity to increase habitat values of Oxford Basin.

The project scope is to mitigate localized flooding, address water quality deficiencies, enhance native habitat, improve the site's aesthetics, and provide passive recreation features at the existing flood control facility (Oxford Basin). The proposed project follows the Conservation Policies for Oxford Basin specified in the Conservation & Management Plan for Marina del Rey (Hamilton 2010 as cited in Section 3.0 (Document Sources) of the IS/MND) and the Marina del Rey Land Use Plan (County of Los Angeles 2012 as cited in Section 3.0 (Document Sources) of the IS/MND).

This proposed project is the product of extensive public outreach, reaching back almost 10 years. Public Works has presented the project dozens of times to several organizations. Public Works welcomed comments and input from each organization and worked to incorporate them in the plans as

practicable. Public Works will have an adaptive management strategy and will continue to work with different organizations to improve the project in its operation in the future.

Response to Comment 10-5:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

There is only a small section (0.48 acres) of the Oxford Basin that includes a wetland area and during construction this area will be disturbed. Part of the grading within that area may add space for the wetlands to expand. The project includes re-vegetating with native wetland plants. The project will increase wetlands acreage by approximately 0.28 acre. The proposed project's main purpose is flood control and water quality improvement, with some aesthetic and recreational components. The Initial Study determined that the proposed project may have significant effects; however, with identified mitigation measures, potentially significant impacts would be avoided or reduced to less than significant impact. There is no substantial evidence that the project may have significant effect, therefore CEQA Guidelines directs the preparation of a Mitigated Negative Declaration.

Response to Comment 10-6:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.

Response to Comment 10-7:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.

Response to Comment 10-8:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. These addresses will be added to the project mailing list.

Response to Comment 10-9:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.

Comment Letter #11

Soriano, Reyna

From: maryknight <kathy.knight@verizon.net>
Sent: Tuesday, June 18, 2013 10:22 PM
To: Soriano, Reyna
Subject: Proposed Oxford Retention Basin Multiuse Enhancement Project (ORBMEP) Mitigated Negative Declaration (MND) and Initial Study (IS)

To: County of Los Angeles June 18, 2013
Department of Public Works
Programs Development Division, 11th Floor
Attn: Ms. Reyna Soriano, P.O. Box 1460
Alhambra, CA 91802-1460
Mailed electronically to: rsoriano@dpw.lacounty.gov

RE: Proposed Oxford Retention Basin Multiuse Enhancement Project (ORBMEP) Mitigated Negative Declaration (MND) and Initial Study (IS) comments and questions.
Submitted by Kathy Knight, Conservation Chair of Sierra Club Airport Marina Group
1122 Oak St., Santa Monica, CA 90405
Phone: (310) 450-5961
Email: kathy.knight@verizon.net

Dear Ms. Soriano:

The Sierra Club Airport Marina Group is submitting the following comments on this proposed MND for Oxford Lagoon:

Comment 11-1 1) We have read the comment letters submitted by Doug Fay and John Davis and think that the issues they raise are very important and deserve full attention in the responses.

Comment 11-2 2) We also support that a full Environmental Impact Report be done on this important wildlife area of Marina Del Rey. There needs to be a major study on the cumulative impacts of all the additional development occurring in the Marina area, and the many developments approved to be built in the future. Also, Playa Vista Phase 2 is a large development starting to be built and would most likely have an impact on this area. This land is part of the Ballona wetlands ecosystem, and only about 40 years ago was connected very much to the rest of Ballona. We have destroyed by over 95% of our coastal wetland ecosystems in California, and the few remaining systems are extremely valuable and important to save for use as habitat for wildlife.

Comment 11-3 Our understanding is that there is a large building proposed right next to the Lagoon where there would most likely be walkways and a building area lit up at night. This situation would definitely have an impact on wildlife.

Comment 11-4 Also the County has recently been taking down old growth trees in the Marina Area and replacing them by young ones. The old growth trees are very important for nesting opportunities for wildlife, so this has had a cumulative effect and should be considered in avoiding any more disturbance to wildlife habitats.

Comment 11-5 3) As Mr. Fay states in his letter, in 1963 the Los Angeles County Board of Supervisors designated this area as a Bird Conservation Area (BCA). So it was considered a wildlife habitat area then, and it should be honored as such today, especially with the large loss of other habitat occurring on an ongoing basis. We agree with Mr. Fay that bringing more development and people into this area is NOT an enhancement to the purpose of this land.

Comment 11-6 In conclusion, we hope to see a Full Environmental Impact Report be done on this very important wildlife habitat area.

Comment 11-7 I am sorry I was sick and unable to attend the May 29th public hearing on the MND. I hope there is another one soon.

Thank you very much,
Kathy Knight, Conservation Chair
Sierra Club Airport Marina Group

Response to Comment Letter # 11 (Sierra Club Airport Marina Group – Kathy Knight)

Response to Comment 11-1:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.

Response to Comment 11-2:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Based on the evaluation performed by Chambers Group, an MND is appropriate. In addition, the cumulative analysis shows there is less than significant impact.

Response to Comment 11-3:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The project scope is to mitigate localized flooding, address water quality deficiencies, enhance native habitat, improve the site's aesthetics, and provide passive recreation features at the existing flood control facility (Oxford Basin). The wildlife-friendly, dark-sky compliant lighting chosen for this project is consistent with wildlife best management practices, and was chosen after consultation with several biologists. Additionally, although Marina del Rey is not subject to the Los Angeles County rural dark skies ordinance (http://planning.lacounty.gov/view/rural_outdoor_lighting_district_ordinance), the lighting selected for this project is consistent with its guidelines. The light fixtures will be installed at a height (43") to minimize light trespass, and use the lowest amount of light needed for safety and security (http://www.myfwc.com/conservation/you-conserve/lighting/). They are also shielded to minimize light trespass. There would be less than significant impact due to lighting as identified in the IS/MND, Section 2.0, Number 1 (Aesthetics).

The multi-story senior living development project proposed adjacent to Oxford Basin (Parcel OT) is not a County project and is not a part of this proposed project. Potential impacts from the senior living development will be analyzed under a separate environmental document.

Response to Comment 11-4:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The proposed project follows the Conservation Policies for Oxford Basin specified in the Conservation & Management Plan for Marina del Rey (Hamilton 2010 as cited in Section 3.0 (Document Sources) of the IS/MND) and the Marina del Rey Land Use Plan (County of Los Angeles 2012 as cited in Section 3.0 (Document Sources) of the IS/MND). The Biological Assessment indicates current habitat value is low, and the project will actually substantially increase habitat. Per the clarification in the IS/MND (page 4), proposed improvement include removing and replacing approximately 400 trees, of which approximately 300 are diseased, and approximately 250 shrubs classified as trees by the Marina del Rey Land Use Plan with over 650 trees to comply with the 1:1 tree replacement requirement per the Marina

del Rey Land Use Plan. The proposed project will not reduce habitat. In addition, the cumulative analysis shows there is less than significant impact.

Response to Comment 11-5:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Since its construction in the late 1950s, Oxford Basin's primary purpose has been to serve as a flood control facility. In January 1963 when the County of Los Angeles designated Oxford basin as a "Bird Conservation Area" the motion approved by the Board of Supervisors stated “It is appropriate Parcel ‘P’ be designated a bird conservation area since such usage would be compatible with the parcel’s **primary designation as a drainage basin.**” The “Bird Conservation Area” designation was not based on any formal project-specific study or plan, nor was it designated in order to be in conformance with an existing land-use policy. There was no formal management plan or other guidelines for ecological restoration for the newly designated “Bird Conservation Area.” The original planned efforts toward creating bird habitat are not consistent with modern understandings of conservation biology principles.

In June 1973, the Board of Supervisors adopted an agreement providing for the Los Angeles County Flood Control District (LACFCD) to assume the responsibility for the operation and maintenance of Oxford Basin as a flood control facility. Since its construction in the late 1950s, Oxford Basin's primary purpose has been to serve as a flood control facility. Although the basin receives flood discharges it does provide bird habitat and is used by birds typical of a water feature in an urban setting. The proposed project addresses water quality concerns by proposing several features that would improve water quality.

Following the designation of Oxford Basin as a flood control facility, the Los Angeles County Natural History Museum conducted a 17-month long study of the area (Shreiber and Dock 1980 as cited in Section 3.0 (Document Sources) of the IS/MND), which described Oxford Basin as "not an important component of overall pattern of avian distribution in the L.A. area." Further it concluded that it is very unlikely to be improved to serve as a wild bird habitat. Nevertheless, the proposed project provides an opportunity to increase habitat values of Oxford Basin.

The project scope is to mitigate localized flooding, address water quality deficiencies, enhance native habitat, improve the site's aesthetics, and provide passive recreation features at the existing flood control facility (Oxford Basin). The proposed project follows the Conservation Policies for Oxford Basin specified in the Conservation & Management Plan for Marina del Rey (Hamilton 2010 as cited in Section 3.0 (Document Sources) of the IS/MND) and the Marina del Rey Land Use Plan (County of Los Angeles 2012 as cited in Section 3.0 (Document Sources) of the IS/MND). The Biological Assessment indicates current habitat value is low, and the project will actually substantially increase habitat. Per the clarification in the IS/MND (page 4), proposed improvement include removing and replacing approximately 400 trees, of which approximately 300 are diseased, and approximately 250 shrubs classified as trees by the Marina del Rey Land Use Plan with over 650 trees to comply with the 1:1 tree replacement requirement per the Marina del Rey Land Use Plan. The proposed project will not reduce habitat. In addition, the cumulative analysis shows there is less than significant impact.

Response to Comment 11-6:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.

Response to Comment 11-7:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.

Comment Letter #12

Public Scoping Comments in Response to Mitigated Negative Declaration for the Oxford Retention Basin Enhancement Project

Submitted by Walter Lamb
on 6/18/2013

walter.lamb@earthlink.net
310-839-3436

To:

County of Los Angeles Department of Public Works
Programs Development Division, 11th Floor
Attention: Ms. Reyna Soriano
P.O. Box 1460, Alhambra, CA 91802-1460

Dear Ms. Soriano:

Comment 12-1

I am affiliated with the Ballona Wetlands Land Trust and these comments reflect that organization's general philosophy regarding the conservation of ecological resources. However, because we did not have sufficient resources to properly research this project and vote on an official position, I am submitting these general comments as an individual member of the public.

Comment 12-2

The current state of ecological conservation both globally and locally is dire. We no longer have the luxury of making even small sacrifices of our few remaining ecological resources in exchange for other interests, even legitimate interests such as flood control and human/domestic animal recreation. Therefore, I urge the project team to err on the side of caution in its planning of this enhancement project. It is important than any assessment of the project's potential impacts avoid overly optimistic thinking. Planning should be based on reasonably potential worst case scenarios, not best case scenarios. When an outcome is considered the best possible ecological outcome given a particular constraint, that qualifier should be specifically called out. For instance, if a predicted outcome would amount to even a small degradation of habitat for wild birds, but is still the best possible outcome given a certain flood control objective, that distinction should be clearly articulated so as to not give the impression that the outcome is ecologically beneficial in its own right.

Comment 12-3

The County should make every reasonable effort to thoroughly document desired outcomes and how success or failure in achieving those outcomes will be measured. For instance, the Draft Mitigated Negative Declaration states on page 30 that "The replacement of non-native vegetation on the slopes of Oxford Basin with more native plants and the improvement in water quality that would be the result of this project, would improve Oxford Basin as a habitat for birds." A more detailed assessment should be provided, comparing baseline surveys of bird populations with anticipated future populations at the species level.

Comment 12-4

I also suggest that such comparisons take into account not only current populations of current bird populations, but also potential populations that could be achievable through alternate restoration plans. For example, although the MND indicates that California Least Terns have not recently been recorded foraging at the site, consideration should be given to whether this species and others could benefit from some alternate restoration design.

Comment 12-5

I urge the project team to consider other, more detailed submissions of public comments thoroughly and to provide detailed responses to the specific points raised in those comments. Because so much has been lost in the way of ecological resources in the Los Angeles area, there is little to no room for even small errors when it comes to projects of this magnitude. The County has a solemn duty to both current and future residents to consider all potential consequences of the proposed project.

Sincerely,

Walter Lamb
4201 Duquesne Avenue #4
Culver City, CA 90232
310-384-1042
walter.lamb@earthlink.net

Response to Comment Letter # 12 (Walter Lamb)

Response to Comment 12-1:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.

Response to Comment 12-2:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

A full analysis of the environmental impacts have been conducted as documented in the draft IS/MND. The Initial Study determined that the proposed project may have significant effects; however, with identified mitigation measures, potentially significant impacts would be avoided or reduced to less than significant impact. There is no substantial evidence that the project may have significant effects.

Response to Comment 12-3:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Since its construction in the late 1950s, Oxford Basin's primary purpose has been to serve as a flood control facility. The purpose of the proposed project is to improve water quality, habitat quality, aesthetics, and recreational opportunities within Oxford Basin. When Oxford Basin was designated as a "Bird Conservation Area" by the County of Los Angeles in January 1963, the motion approved by the Board of Supervisors stated “It is appropriate Parcel ‘P’ be designated a bird conservation area since such usage would be compatible with the parcel’s **primary designation as a drainage basin.**” The “Bird Conservation Area” designation was not based on any formal project-specific study or plan, nor was it designated in order to be in conformance with an existing land-use policy. Subsequently, in June 1973, the Board of Supervisors adopted an agreement providing for the Los Angeles County Flood Control District (LACFCD) to assume the responsibility for the operation and maintenance of Oxford Basin as a flood control facility. Although the basin receives flood discharges it does provide bird habitat and is used by birds typical of a water feature in an urban setting. The proposed project addresses water quality concerns by proposing several features that would improve water quality and provides an opportunity to increase habitat values of Oxford Basin.

A full analysis of the environmental impacts have been conducted as documented in the draft IS/MND. The Initial Study determined that the proposed project may have significant effects; however, with identified mitigation measures, potentially significant impacts would be avoided or reduced to less than significant impact. There is no substantial evidence that the project may have significant effects.

Response to Comment 12-4:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The project has been developed with the recommendation included in the biological assessment for Oxford Basin. According to the biological assessment, increased tidal flushing, the mudflats of Oxford Basin could once again support numbers and a diversity of shorebirds, and possibly a wider variety of waterfowl than is currently represented (just four ducks and one shorebird were detected during surveys in 2009/2010, contrasting with five species of waterfowl and at least nine species of shorebirds in 1980). With most of the historical tidal mudflat habitat lost permanently in the Marina/Ballona area (and essentially absent from the rest of the Santa Monica Bay/Los Angeles Basin south of Malibu), restoration of this habitat could have a wide-reaching, positive impact on waterbirds in the region. It is also possible that such sensitive species as the California least tern could once again use the Oxford Basin as an alternate fishing site during its breeding season.

CEQA does not require analyzing project alternatives for Mitigated Negative Declarations.

Response to Comment 12-5:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.

Soriano, Reyna

From: Dingman, Ed
Sent: Wednesday, June 19, 2013 6:42 AM
To: Soriano, Reyna; Yeung, Inez
Subject: FW: Comments Oxford Basin from John Davis

fyi

From: jd@johnanthonydavis.com [mailto:jd@johnanthonydavis.com]
Sent: Tuesday, June 18, 2013 9:23 PM
To: Dingman, Ed
Cc: douglaspaulfay@aol.com
Subject: Comments Oxford Basin from John Davis

Comment 13-1 The Land Use Plan for MDR is attached. The Coastal Commission has exclusive jurisdiction over all water areas. Such areas are not included in the LCP.

Comment 13-2 The map on page 87 of the LUP indicates oxford basin is open space. The LUP is wrong, it is water, not open space.

See pages 49-51 where the LUP acknowledges the water use.

So, the map is wrong. It should be listed as water. It should also be ESHA and so should the entire harbor.

Comment 13-3 There are three to four old unpermitted gas and oil lines running along Via Marina and Admriality.

In 2004 one ruptured and hazmat was on sight. These lines are on the interior, adjacent to OT and Sempra does not want to talk about them because they do not want to pay for decommissioning and remediation. I have the maps we can submit before the 16th.

They are old and delapidated. There is no record of abondenment or decommissioning.

So, ground and water contamination is very likley.

Comment 13-4 Regarding the Channel Gateway development adjacent to MDR, it was a former industrial site with metal foudries, rail storage, and a number of other uses leading to sever ground and water contamination. Two types of PCBs were detected migrating Westward into the marina area. What is significant is that the NPDES permits for construction are still in use, a decade or more after contstruction was completed. The extracted ground-water dischages to the Thatcher storm drain which outfalls into the Oxford Lagoon. We need core samples from the outfall to see if we can detect an increase in heavy metals and hydrocarbons associated with the development and PCP.

Comment 13-5 FEMA requires that wnen alteration of a floodplain that the Floodplain Adminstrator at the County must review the Study conducted by the developer (county). The developer has not yet submitted its floodplain study to the floodplain adminstrator as the CFR requires.

Therfore, I request that the County engage an EIR as is necessary and conduct adiquate studies for FEMA purposes.

Comment 13-6 The final EIS for the State of California CaCZMP, states Marina del Rey is under the exclusive jurisdiction of the United States. Therefore, the federal government must first be consluted and approve the development, yet this has not occured.

John Davis
PO 10152
Marina del Rey Ca 902958

Response to Comment Letter # 13 (John Davis)

Response to Comment 13-1:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.

Response to Comment 13-2:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The proposed project is in compliance with the approved Marina del Rey Land Use Plan (County of Los Angeles 2012 as cited in Section 3.0 (Document Sources) of the IS/MND). As stated in the IS/MND, project site is not within a Habitat Conservation Plan or Natural Community Conservation Plan. Oxford Basin is not identified by Los Angeles County as a Significant Ecological Area. Oxford Basin is identified as an Important Biological Resource in the Marina del Rey Local Coastal Program Land Use Plan (County of Los Angeles 2012 as cited in Section 3.0 (Document Sources) of the IS/MND). Although Oxford Basin was designated as a Bird Conservation Area in 1963, the area has never been formally managed for wildlife. The project will be implemented in accordance with the Conservation and Management Plan for Marina del Rey guidelines with regards to the tree removal, tree planting, and construction near egret, heron, water bird or raptor nesting sites. The replacement of non-native vegetation on the slopes of Oxford Basin with more native plants and the improvement in water quality that would be the result of this project, would improve Oxford Basin as a habitat for birds. The proposed project to enhance Oxford Basin is consistent with recommendations in the Marina del Rey Local Coastal Program Land Use Plan (County of Los Angeles 2012 as cited in Section 3.0 (Document Sources) of the IS/MND).

Response to Comment 13-3:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Utilities located within the limits of the project have been identified. In addition, the contractor is required to comply with Special Provision, which requires the contractor to contact Underground Service Alert of Southern California prior to performing any excavation or drilling.

Response to Comment 13-4:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Oxford Retention Basin Sediment and Water Quality Characterization Study (Weston Solutions 2010 as cited in Section 3.0 (Document Sources) of the IS/MND) is available for viewing.

Response to Comment 13-5:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The project does not alter the floodplain; therefore, a flood plain study is not required.

Response to Comment 13-6:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The project will comply with Federal and state regulations. Various approvals and permits, including approval from U.S. Army Corp of Engineers, which has jurisdiction over waters of the United States, will be obtained prior to construction.

Comment Letter #14

Steve Freedman

MEMORANDUM June 18, 2013

To: Reyna Soriano – LA County DPW

Re: Oxford Retention Basin Multiuse Enhancement Project

I attended the Public Meeting on May 29 and will comment on several aspects of the presentation, the Draft MND and Initial Study.

Comment 14-1

I have lived at the west end of the Oxford Triangle neighborhood close to the Oxford Retention Basin since 1977. I walk my dogs by or around the Basin every morning and pass it on my bike almost every afternoon so I am very familiar with the area and will share personal observations and concerns that I believe relevant to planning the Project.

Comment 14-2

The west end of the Oxford Triangle is close to sea level and very prone to flooding. We depend on Oxford Basin for its flood control function during periods of heavy rainfall. It is imperative that flood control be considered as the Basin's primary function with respect to all decisions concerning this Enhancement Project. It is especially important that enough sediment be removed to restore the Basin to the original design specifications, if not increase capacity.

Comment 14-3

As noted on page 8, the 15 single-family homes along Oxford Avenue south of Washington adjacent to the project just east of the bike path are the closest homes to the project, only 85 feet away, and are 'sensitive receptors.' Their back yard fences are on the LA City/County line. These are LA City residences whereas the undeveloped area to the west beyond their fences is part of unincorporated LA County.

That undeveloped LA County land just east of the Project as well as Burke Park to the south has been used as a campground by homeless folks for decades. I see folks sleeping, dressing, even toileting, in that area almost every morning as I walk by. As such, we are very concerned at the suggestion that park-like amenities may be installed in the area south of Washington and immediately east of the Project and LA County Bike Path.

Comment 14-4

The area in question is the last remaining undeveloped land in the vicinity so it will remain a destination of choice for folks seeking a free place to camp. That imposes safety and health risks for the residents. Unfortunately, any public amenities installed in that area will almost certainly become the exclusive domain of a homeless population which would deter public use. Families won't have a picnic at a table and/or benches already occupied by homeless folks. An example of this problem is a man has lived on the park bench closest to the Basin at the west end of Burke Park just south of the Project for several months. That's not unusual.

Comment 14-5

We are also concerned about the plan to install 4-foot-high ornamental steel fencing as indicated on page 6. While such a fence might be an attractive way to demarcate the perimeter, it presents several problems here. First, the Basin is in a windy area surrounded on two sides by busy streets [Washington and Admiralty]. Such fencing is much more open than the existing chain link fencing and would allow too much refuse and debris to blow into the basin.

In addition, installing 4-foot-high ornamental steel fencing entirely overlooks the fact that the original 6-foot chain link fence wasn't high enough to protect the Basin from trespassers so another 4-foot

Comment 14-5 continued

section was added to make it a 10-foot fence. Almost anyone can scale a 4-foot-high fence. We have not doubt that if the County installs a 4-foot fence there will be folks living in the newly planted higher areas of the property adjacent to the county bike path which is seldom patroled. If that mistake is allowed, the County will soon need to replace the ornamental fence with adequate fencing.

Comment 14-6

Finally, at page 8, the Draft indicates that 'maintenance activities will be similar for existing landscaped areas.' Surface ground maintenance in Oxford Basin has been almost nonexistent. We observe the same dead, fallen trees and palm fronds accumulating on the ground for years as well as the same garbage that is thrown over the fence by passers by. The County seldom sends in a groundskeeping crew into the Basin to clear and clean up. Unless the budget and schedule for ground maintenance is significantly increased, the appearance of the Basin will rapidly deteriorate regardless of what improvements are done.

Thank you for your consideration.

Response to Comment Letter # 14 (Steve Freedman)

Response to Comment 14-1:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.

Response to Comment 14-2:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Oxford Basins' primary function will continue to serve as a flood control facility. The proposed project will not increase flooding risk; in fact the project will enhance flood protection capability. The proposed project will include removal of accumulated sediment from the bottom of Oxford Basin to restore the basin to its original capacity. The addition of the parapet walls around the perimeter closest to Washington Blvd will provide a freeboard within the basin to increase the flood protection. Existing tide gate structures will be replaced due to deterioration.

Oxford Basin's primary role is to receive storm runoff from and to provide flood control for the Marina and surrounding communities. However, the proposed project will take the opportunity to increase habitat values of Oxford Basin and to promote its enjoyment by residents and visitors to Marina del Rey without compromising its flood control mission.

Response to Comment 14-3:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

On June 20, 2013, Los Angeles County Department of Public Works met with the Department of Beaches and Harbors and County Sheriff's Department to discuss the public's concerns with vagrancy and public safety. These three departments will be working on a plan to patrol the site more frequently and to address the residents' concerns as they are identified. In addition, Marina del Rey Sheriff Station's phone number (310-482-6000) will be posted at the site so that residents/visitors can report suspicious activities.

Research indicates that trails typically have a neutral to positive effect on crime and vandalism (Puncochar and Lagerwey 1987). A study conducted by the Seattle Engineering Department's Office for Planning found the existence of the Burke-Gilman Trail in Seattle has little, if any, effect on crime and vandalism near and adjacent to the trail corridor (Puncochar and Lagerwey 1987). According to the study, Police officers interviewed found no greater incidence of burglaries and vandalism of homes along the trail. Residents interviewed reported that the establishment of the trail has helped to decrease the amount of litter, and discourage vagrants within the corridor. Real estate agents who buy and sell homes in areas near and adjacent to the trail found the trail brought an increase in property values and provided an added selling point.

Improvements to Oxford Basin are intended to benefit the surrounding community and provide additional recreational opportunities. No potentially significant impacts that could not be mitigated to a less-than-significant level were identified.

Reference cited:
Puncochar, B. and P. Lagerwey. 1987. Evaluation of the Burke-Gilman Trail's Effect on Property Values and Crime. Seattle Engineering Department, Office for Planning. May 1987.

Response to Comment 14-4:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

As stated above in Response to Comment 14-3, Los Angeles County Department of Public Works met with the Department of Beaches and Harbors and County Sheriff's Department to discuss the public's concerns with vagrancy and public safety. These three departments will be working on a plan to patrol the site more frequently and to address the residents' concerns as they are identified.

Response to Comment 14-5:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

A Memorandum of Agreement will be set up between the County of Los Angeles Flood Control District, and the Department of Beaches & Harbors. This agreement will lay out a plan to address existing and future maintenance needs at the site. Additionally, FCD will proactively work with the residents to resolve any maintenance issues/concerns that are identified.

As stated above in Response to Comment 14-3, Los Angeles County Department of Public Works met with the Department of Beaches and Harbors and County Sheriff's Department to discuss the public's concerns with vagrancy and public safety. These three departments will be working on a plan to patrol the site more frequently and to address the residents' concerns as they are identified.

Response to Comment 14-6:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

A Memorandum of Agreement will be set up between the County of Los Angeles Flood Control District, and the Department of Beaches & Harbors. This agreement will lay out a plan to address existing and future maintenance needs at the site.

Comment Letter #15

From: Soriano, Reyna
To: Lisa Louie; Noel Davis
Subject: FW: Oxford Retention Basin - Residential Comments
Date: Thursday, June 27, 2013 7:28:14 AM

Lisa,

Here is one more comment.

Reyna Soriano
County of Los Angeles | Department of Public Works
Programs Development Division | Environmental Planning
Tel: (626)-458-5192 | Fax: (626)-458-3179
Email: rsoriano@dpw.lacounty.gov

"To be upset over what you don't have is to waste what you do have."- Ken S. Keyes, Jr.

- Follow us on Twitter @LAPublicWorks, @LACoGoModal
- Website: http://dpw.lacounty.gov/

From: Alexandra Jamison [mailto:alexandrajamison@gmail.com]
Sent: Wednesday, June 26, 2013 4:02 PM
To: Soriano, Reyna
Cc: Nancy Poertner RE/MAX; Svensson, Joshua; rainer@ymedia.us; Gloria Benenveniste; Shadmani, Paul
Subject: Re: Oxford Retention Basin - Residential Comments

Dear Paul,

As promised, here is the original Oxford Basin Retention email I sent out on June 18th without the pictures. I will try and resend the pictures tomorrow after I take a picture of the new graffiti as the base of the cement basin.

Please let me know that you did receive this.

Thanks so much,

Alexandra Jamison

On Tue, Jun 18, 2013 at 12:11 PM, Alexandra Jamison <alexandrajamison@gmail.com> wrote:
Dear Ms. Soriano and Mr. Svensson,

Comment 15-1

First, I want to thank you all for hosting the meeting and for your commitment to improving the **Oxford Retention Basin.** I also want to thank Mr. Svensson for actually following up and visiting my home to see first hand some of the issues we face as neighbors of the Basin.

I know a lot of time and effort has gone into your planning for the Basin and I thank you for all your efforts. I feel very fortunate to live in the Marina and I appreciate all you are doing to improve the Oxford Retention Basin. On paper and in pictures – the future Basin looks

amazing. That said, I have lived through three construction projects - Admiralty Way, Pumping Station and Washington Blvd, and unfortunately, what they promised is not what we ended up with…

Comment 15-1 continued

Ms. Soriano, we learned later that you were in attendance, but it would have been so nice to meet you in person and put a name with a face. Also, while we appreciate the offer of going to each station to learn more about what you are doing, it does bred suspicions when you don't let us do a Q&A collectively, and given all that is going on with the government – trust is a big issue. I would strongly recommend that in the future you reinstate the collective Q&A.

Comment 15-2

Now, while we appreciate all you are planning, there are some issues that we feel must be raised and some questions we have that must be answered, otherwise we worry that all your hard work and planning might turn into a trash laden, toxic, smelly camping ground.

Comment 15-3

1. **Camping Ground Basin Effect** – If you build it they will come but they won't always be the families with the strollers. Over the years, my neighbors and I have been stunned by the entitled attitude of many of the visitors – especially ones with backpacks and bikers – yes - bikers. The bikers think nothing of riding off the path, dropping their bikes and then dropping their pants and peeing. The "visitors" - who usually are wearing huge backpack - think nothing of turning the Basin into their own private camping grounds. They climb 6 feet walls, they use the trees as bathrooms where they literally go pee and poo and leave a napkin behind. They smoke pot and cigarettes, get drunk, sleep, leave their trash and cardboard boxes, and have sex. We are also very concerned about fire safety as it is so easy for them to start a fire with the number of dried leaves on the ground. **What do you plan on doing to combat this ongoing problem when you complete your project? What assurances can you give us that we won't be stuck with a nightmare as backpackers, bikers and other visitors decide to camp out?**

Comment 15-4

2. **Safety** – I have had my home broken into from someone who scaled my wall from the bike path. I've my front lawn vandalized just the other day and there are two police reports on file regarding this. I've also had a "visitor" crack my wall with a rock after I nicely asked him not to pee on my wall or keep sleeping behind my house with on his cardboard box bed. When I nicely asked a man not to poop behind my house he became enraged that I was looking at him even though what he was doing was not only unsanitary, but also illegal. I was just so stunned that he was just pulling his pants down for every one to see and literally having a bowel movement or two. Three days later my front lawn fence was vandalized for the first time ever. I can't say anything to anyone behind my house because it is too risky. I'm a sitting duck, they know where I live and the level of entitlement is shocking. They scream at me that they can do what ever they want – even if it is illegal – because it is not my property. I've actually had to have ADT come out to deal with one harassing visitor. The ADT officer was stunned by the abuses being hurled at him. **What can you do to keep the neighbors safe as the visitor traffic to the basin increases?**

Comment 15-5

3. **Sheriff's Office** – I have the Sheriff's office on speed dial and they are always very nice, but they are very understaffed and are lately dealing with many other serious issues. In the past, when I feel the person could be a threat or doing something illegal and call them – by the time they arrive – the person many times has already left. **Is there anything that can be done to increase the sheriff's budget to add additional protection and security –especially at night? Who is going to tend to the basin when you all are gone?**

Comment 15-6

4. **Pumping Station** – I live right behind the Pumping Station and while I understand the importance of its function it is also an eyesore and a draw for young kids and visitors. Workmen tend to it every day and they park their trucks along the bike path behind my house. The trees are the only things that give me privacy, otherwise, they could see into my bedroom and bathroom every day. There is a cheap green fence cover on the fence now, but it is filled with graffiti and isn't on there properly. There is also now a blank space between the two green sides of the fence, and I can see all the way to Admiralty Way now. Also, the pumping station is also a draw for young kids at night. They have climbed over the fence and spray painted the building as well as the green cover on the fence. I had to call the graffiti hot line to get it painted. **Is there anything you can do to not make the pumping station visual from the bike path? Could you increase the height of the fence and put a new green fence cover on it?**

Comment 15-7

5. **Parking –** Right now, bikers use Oxford Avenue for parking. One of you said, it shouldn't be a problem because they only stay a few hours, but it is a problem when 15 – 50 new cars use your street park to access the bike path. We also have a problem with RVs as they park their RVs on our street, take the car that they had hooked up to it and leave the RV for three days. They know they will get a ticket after three days so at the end of the third day, they move the RV to another spot on the street. **What suggestions do you have to solve this problem aside from overnight parking permits?**

Comment 15-8

6. **Signage** – Currently, there is little signage to remind bikers and other visitors to be good citizens on the bike path. They seem to know that no matter what they do – no matter how illegal – there are no consequences. The trash issue is so constant I have to pay someone almost every other week to clean it up or it just attracts more visitors. **I know you have invested in signage to education visitors about the enhancements you make to the Basin but do you plan on having any signs about keeping the area clean and also that using the basin as a toilet is illegal?**

Comment 15-9

7. **Basin Construction** –In the past, a lot of promises were made at the outset of a project and after months of construction – the smell remains. Worse – from my bedroom window I used to be able to see the sun reflecting off the water from the pond and the surrounding area was all green and lush - it was charming. Birds would hang out and it was very peaceful. Now I see just lots patches of brown dirt, a huge cement edifice and a large chain link fence within a large chain link fence. **What specifically are you going to do to fix that end of the pond, as now it is nothing but an eye sore now?**

Comment 15-10

8. **Lighting** – The Basin - especially the bike path - is very dark at night and there is next to no policing of the area so that is when all the teens and the visitors come to camp… or worse. **Do you plan on putting any lights around the basin and if so where are they going to be located? What hours will they be turned on and off?**

Comment 15-11

9. **Flooding** – It seems you are making a major expansion to help offset the flooding. **What are you going to do to ensure our streets or worse our homes aren't flooded in the process? I pay for flood insurance and know that we are currently in a flood zone so if there is excess and your system breaks what happens? What back-up protections do you have in place to ensure we aren't flooded like we have been in the past?**

Comment 15-12

10. **Point people on the project** - In the past when the promise department didn't meet the delivery department we could no longer reach anyone that was involved with a project. **Who are we going to be able to contact if there is a problem once you all leave and everything we were concerned about turns out to be true?**

Comment 15-13

11. **Fence Height –** I know this was covered, but I strongly recommend that you raise the height of the fences, as they are very easy to scale right now.

Comment 15-14

12. **TRU-GREEN –** The workmen are very nice and respectful but I'm not sure who they get their orders from – they seem to under trim certain areas that could use more trimming and over trim areas that then look decimated. And, while there is nothing you can do about this – it gets a little old to hear the leave blowers and tree trimmers on Friday, Saturday and Sunday mornings.

Comment 15-15

13. **Bathrooms –** I know there are pros and cons to adding a bathroom. If you do decide to build a bathroom or add a port-a-potty, we would greatly appreciate it if we didn't have to look at it daily. When they were redoing Admiralty Way, I could see the blue port-a-potties from my bedroom window.

Comment 15-16

As a picture is worth a thousand words, here are a few photos to show you how bad can get now as well as the eyesores we are currently dealing with after the last improvements.

If you have any questions or need additional information please let me know. Otherwise we look forward to hearing from you regarding these questions.

Sincerely,

Alexandra Jamison

On Mon, Jun 17, 2013 at 7:30 AM, Soriano, Reyna <RSoriano@dpw.lacounty.gov> wrote:

Good morning Ms. Poertner,

I have received your comments and they will be addressed in the final Mitigated Negated Declaration.

Thank you.

Reyna Soriano
County of Los Angeles | Department of Public Works
Programs Development Division | Environmental Planning
Tel: (626)-458-5192 | Fax: (626)-458-3179
Email: rsoriano@dpw.lacounty.gov

- Follow us on Twitter @LAPublicWorks, @LACoGoModal
- Website: http://dpw.lacounty.gov/

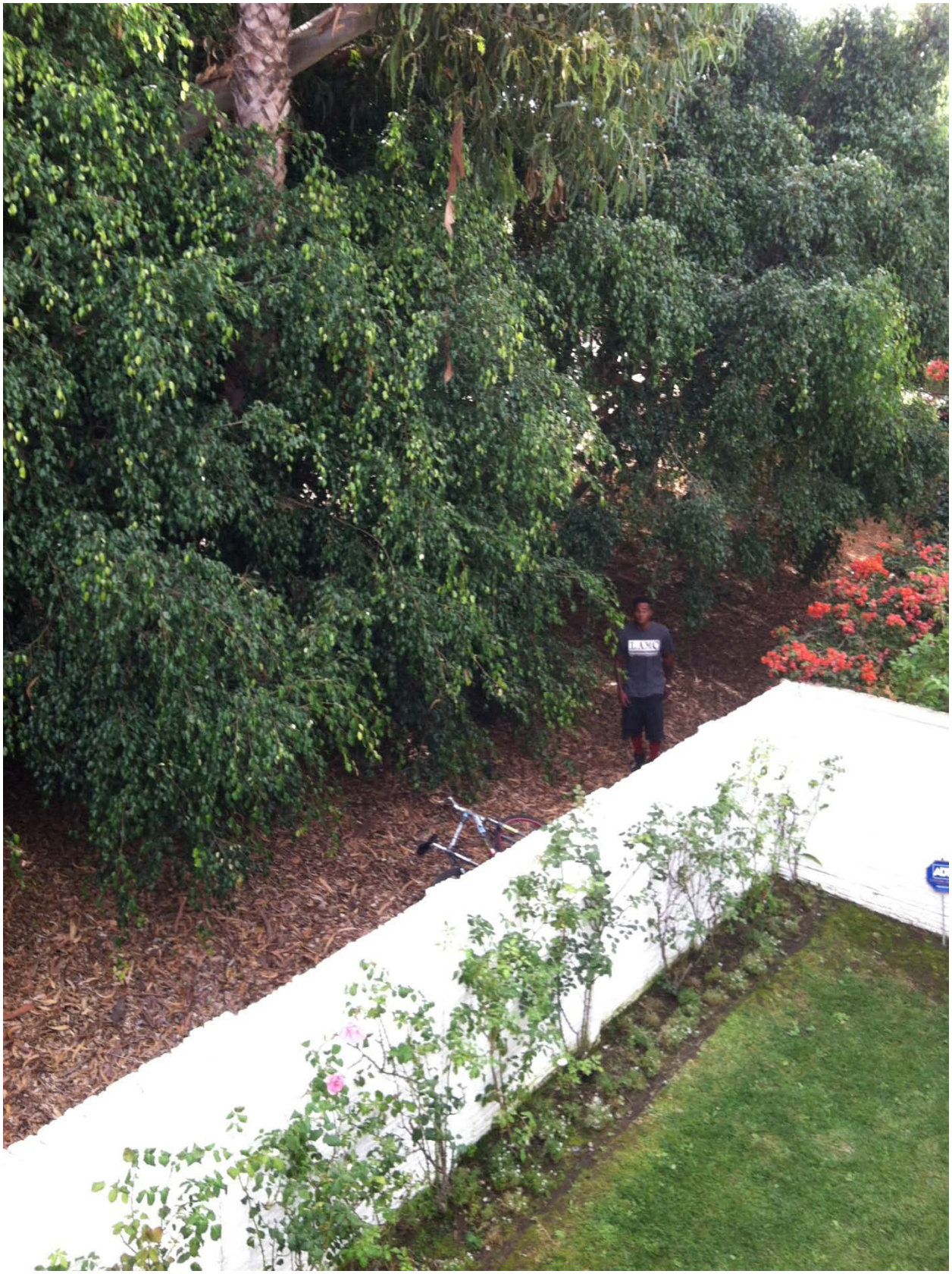
From: Nancy Poertner RE/MAX [mailto:npoertner@ymedia.us]
Sent: Sunday, June 16, 2013 8:28 PM
To: Soriano, Reyna; Svensson, Joshua
Cc: rainer@ymedia.us; Alexandra Jamison; Gloria Benenveniste
Subject: Oxford Retention Basin - Residential Comments

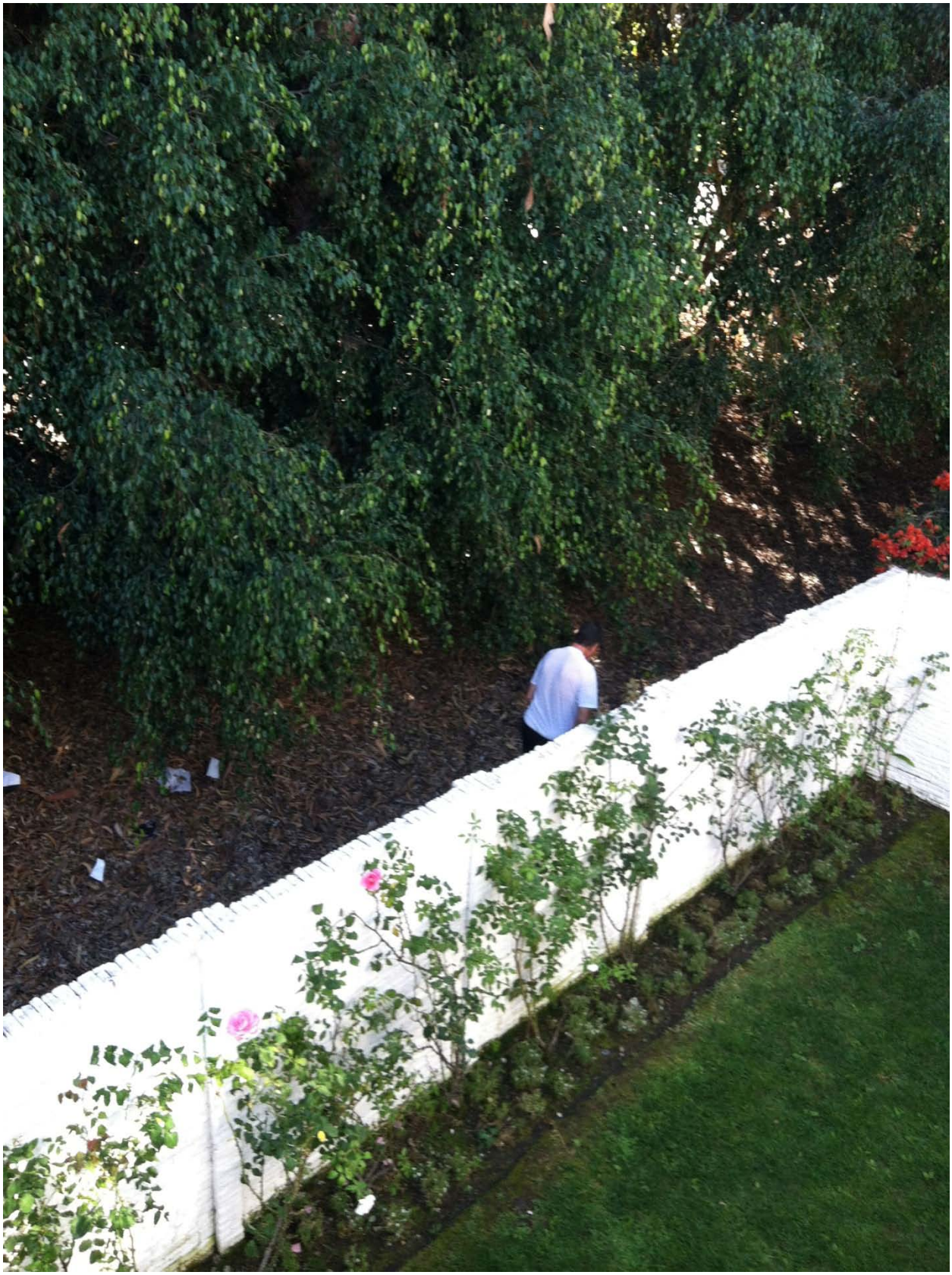
Hello Ms. Soriano and Mr. Svensson:

I sent this letter some time ago to Ms. Soriano, but there is an auto reply which indicates that she is out of the office until the 17th.
Since the deadline for sending in our comments is the 18th, I am resending it to you Ms. Sorian so it is on top of your in-box. I am also sending it to you Mr. Svensson in the event you can direct it to the appropriate party in Ms. Sorian's absence.

Additionally, I am cc'ing two of my neighbors who hopefully have written their comments to you as well.
I hope you take our comments to heart as they are based on experience, not theory.

My best,
Nancy and Rainer Poertner
730 Oxford Ave.
Marina del Rey, Ca. 90292





Response to Comment Letter # 15 (Alexandra Jamison)

Response to Comment 15-1:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.

Response to Comment 15-2:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.

Response to Comment 15-3:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

On June 20, 2013, Los Angeles County Department of Public Works met with the Department of Beaches and Harbors and County Sheriff's Department to discuss the public's concerns with vagrancy and public safety. These three departments will be working on a plan to patrol the site more frequently and to make sure the residents' concerns are addressed. In addition, Marina del Rey Sheriff Station's phone number (310-482-6000) will be posted at the site so that residents/visitors can report suspicious activities.

In addition, attracting more regular public use of the area is anticipated to deter unwanted uses due to increased maintenance and patrols, increased public activity at the site, and greater visibility of the site interior. The project will improve the character of the site by adding observation areas overlooking Oxford Basin including park benches and seat walls; replacing the fencing with ornamental fencing; replacing invasive nonnative vegetation; installing trash receptacles and lighting; and installing a walk/jog path around the perimeter of the basin.

Research indicates that trails typically have a neutral to positive effect on crime and vandalism (Puncochar and Lagerwey 1987). A study conducted by the Seattle Engineering Department’s Office for Planning found the existence of the Burke-Gilman Trail in Seattle has little, if any, effect on crime and vandalism near and adjacent to the trail corridor (Puncochar and Lagerwey 1987). According to the study, Police officers interviewed found no greater incidence of burglaries and vandalism of homes along the trail. Residents interviewed reported that the establishment of the trail has helped to decrease the amount of litter, and discourage vagrants within the corridor. Real estate agents who buy and sell homes in areas near and adjacent to the trail found the trail brought an increase in property values and provided an added selling point.

Improvements to Oxford Basin are intended to benefit the surrounding community and provide additional recreational opportunities. No potentially significant impacts that could not be mitigated to a less-than-significant level were identified.

Reference cited:
Puncochar, B. and P. Lagerwey. 1987. Evaluation of the Burke-Gilman Trail's Effect on Property Values and Crime. Seattle Engineering Department, Office for Planning. May 1987.

Response to Comment 15-4:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Based on conversations with the Sheriff's Department on June 20, 2013, it is anticipated that the improved site will have a positive impact on the concerns brought up. As the site attracts more visitors, it will make it less probable for someone to conduct an illegal activity around the site. In addition, the County Department of Public Works will work closely with the Sheriff's Department to come up with a plan to regularly patrol the site to prevent these sorts of issues in the future as long as they are within our jurisdiction.

Response to Comment 15-5:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Increasing Sherriff's budget is not under the jurisdiction of County of Los Angeles Department of Public Works. On June 20, 2013, Los Angeles County Department of Public Works met with the Department of Beaches and Harbors and County Sheriff's Department to discuss the public's concerns with vagrancy and public safety. These three departments will be working on a plan to patrol the site more frequently and to make sure the residents' concerns are addressed. In addition, Marina del Rey Sheriff Station's phone number (310-482-6000) will be posted at the site so that residents/visitors can report suspicious activities.

Response to Comment 15-6:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.

Response to Comment 15-7:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

A comprehensive and detailed parking study was performed by Raju Associates, Inc. (Draft Right-Sizing Parking Study, November 2009; Appendix C of the IS/MND) to assess the public parking needs within the Marina del Rey area. Both current and future needs were assessed through the year 2030 and right-sizing of public parking within various areas in Marina del Rey have been addressed as part of this study. According to the study public parking lots in Marina del Rey are underutilized. There are two public parking lots adjacent to the Oxford Basin area that serve nearby residents as well as visitors to the Marina facilities. Lot 7 located at 4350 Admiralty Way has 120 parking spaces for use, Lot 9 located at 14110 Palawan Way has 186 parking spaces available for use, and street parking is also available on Washington Blvd. adjacent to Oxford Basin. Residents and visitors to the Oxford Basin and Marina

facilities have the option to park in one of these two public parking lots or have the ability to park in any other public parking lot in the Marina and use the Water Taxi or the Shuttle to reach their final destinations. There would be a less than significant impact to parking. This has been added to Section 2.0, Number 16 (Transportation/Traffic) of the IS/MND.

Response to Comment 15-8:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Yes; there are four regulatory signs around the basin. One regulatory sign will be installed on the east side of the basin by at the beginning of the bike path. Marina del Rey Sheriff's Station phone number (310-482-6000) will be on the sign so that anyone can report any suspicious activities.

Response to Comment 15-9:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The odors in this area have been determined to be primarily attributable to the sewer line in this location and is not a part of the proposed project. Additionally, the separate air scrubber project has significantly reduced or eliminated this issue. The proposed project will improve the aesthetics of the Low Flow Diversion at the end of project 3872 with improved fencing. The planned vegetation will improve the aesthetics of the area as well.

Response to Comment 15-10:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

Lights will be installed along all the walking paths and will cast down onto the walking paths. Operation times will be determined by Department of Beaches and Harbor**.**

Response to Comment 15-11:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The project is not expanding the basin limits; this project is removing sediment in the basin that has reduced its original capacity. The basin provides the capital flood protection of 50 year event. Beyond that like any other area will be prone to flooding. Oxford Ave is in a low lying area and is susceptible to flooding; however LACDPW is addressing this issue by replacing the connector pipe flap gates and modifying an open catch basin that will limit any future backflows that may occur during maximum capacity in the basin. In case that water level rises above Oxford Ave ground level and catch basins stop functioning, the flood maintenance crew will be in the field and pump the water to adjacent streets as they have successfully performed in the past.

Response to Comment 15-12:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

During project development and construction, Watershed Management Division will be the point of contact for public concerns (visit the project website at http://dpw.lacounty.gov/pdd/marinadelrey/index.cfm?ID=3). During construction, Project Management Division and Architectural Engineering Division will be handling complaints. Watershed Management Division will remain involved for the first five years following construction, with Flood Maintenance Division, LA Co. Sherriff, Dept. of Animal Control, and Beaches and Harbors will handle complaints, depending on the nature of the concern.

Response to Comment 15-13:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The fence height was carefully chosen after consideration of many options and comparison with many similar sites in the marina and within Los Angeles County. While the fence will play an important role in establishing and maintaining site security, experience with similar sites and similar projects have provided evidence that the site rehabilitation and increased public profile will lead to a decrease of illicit behavior at the site. Furthermore, the LACFCD and the Department of Beaches and Harbors will be establishing a new maintenance plan, which will further discourage illicit activity due to increased patrols, maintenance, and other visits by county staff. The maintenance plan will be finalized prior to the completion of the project.

Response to Comment 15-14:

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.

Response to Comment 15-15

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration.

The proposed project does not include restroom facilities at this time. LACDPW will work closely with the contractor in charge to designate an area for any portable restrooms that will have the least impact to residents' privacy.

Response to Comment 15-16

Thank you for your input. The comment has been noted and will be provided to the Los Angeles County Board of Supervisors for their consideration. Because this comment does not address the adequacy of the environmental analysis provided in the Draft IS/MND, no further response is necessary.