

1.0 EXECUTIVE SUMMARY

PURPOSE

It is the intent of the Executive Summary to provide the reader with a clear and simple description of the proposed project and its potential environmental impacts. Section 15123 of the State CEQA (California Environmental Quality Act) Guidelines requires that the summary identify each significant effect, recommended mitigation measure(s), and alternatives that would minimize or avoid potential significant impacts. The summary is also required to identify areas of controversy known to the lead agency, including issues raised by agencies and the public, and issues to be resolved, including the choice among alternatives, and whether or how to mitigate significant effects. This section focuses on the major areas of the proposed project that are important to decision makers and utilizes non-technical language to promote understanding.

1.1 INTRODUCTION

The Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project is located within the boundaries of the Marina del Rey Land Use Plan (LUP) area. The proposed Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project site (see **Figure 3.0-1**) is located in the western portion of the Marina del Rey small-craft harbor. Specifically, the project site totals 13.03 landside acres and 4.68 waterside or submerged acres.

Parcel 10R is a rotated L-shaped site that wraps partially around "Basin B" of the Marina del Rey small-craft harbor. The parcel consists of a total of 7.32 landside acres and 4.68 waterside or submerged acres. The perimeter of the site is bordered to the west by Via Marina and to the north by Marquesas Way. Marina del Rey Parcel 9U forms the southern boundary of the landside portion of the Parcel 10R site, while Marina del Rey Parcel 12R forms the easternmost boundary on the landside portion of the parcel. The site perimeter extends into the waters of Basin B to the south and east. The proposed public-serving boat anchorage would adjoin a portion of the Parcel 10R bulkhead, within Marina Basin B.

Parcel FF is a rectangular site that occurs adjacent to the southwest corner of "Basin C" of the Marina del Rey small-craft harbor. The parcel consists of a total of 2.05 landside acres and borders the waterfront along approximately 200 linear feet of the northern boundary of the site. The perimeter of the site is bordered to the west by Via Marina and to the south by Marquesas Way. Its easternmost boundary is formed by Marina del Rey Parcel 13R. Marina del Rey Parcel 15U and the waters of Basin C comprise the northern boundary of Parcel FF.

Parcel 9U consists of 3.66 landside acres and is bound by Marina del Rey Parcel 10R to the north, Via Marina to the west, Basin B of Marina del Rey to the east and Tahiti Way to the south. The Woodfin Suite Hotel and Timeshare Resort Project would be confined to the northernmost 2.20 acres of Parcel 9U. The proposed restored public wetland and upland park would be confined to the approximately 1.46 southernmost acres of Parcel 9U.

Existing uses in Marina del Rey were developed in the early to mid 1960s, around the time the small-craft harbor was initially dedicated, and are considered Phase I development as identified in the Marina del Rey LUP. Existing residential uses, in most locations, are over 30 years of age. These aging improvements lack contemporary design elements and tenant amenities necessary to serve current residential lifestyles, such as state-of-the-art wiring for high-speed telecommunications and electronics, contemporary kitchens, and modern climate control systems.

The Marina del Rey LUP specifically encourages the recycling and intensification (within designated limits) of existing Phase I development. To maintain the popularity of Marina del Rey and to enhance the revenue stream from the Marina, the County approved a Marina del Rey Asset Management Strategy to encourage the redevelopment of uses constructed by leaseholders during Phase I. Beginning in 1998, the County, as part of this strategy, has released invitations to solicit lease extension and redevelopment proposals for specific parcels in Marina del Rey. The proposal for Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project is a response to this solicitation. Being consistent with numerous policies of the LUP for Marina del Rey, the applicants propose to redevelop uses on the project site.

The applicants are requesting approval of the entitlements necessary to redevelop existing uses located on Parcels 10R, FF, and 9U in Marina del Rey. As discussed in greater detail within **Section 3.0, Project Description**, land-use entitlement approvals necessary to complete the project development include the following:

- Neptune Marina Parcel 10R
 - Amendment to the Marina del Rey Land Use Plan to transfer development potential between development zones and to average permitted density over an entire parcel
 - Coastal Development Permit (CDP)
 - Coastal “Approval in Concept” (for Parcel 10R anchorage component) for separate CDP from the Coastal Commission
 - Conditional Use Permit
 - Variance

- Neptune Marina Parcel FF
 - Amendment to the Marina del Rey Land Use Plan to transfer development potential between development zones and to remove the current Open Space land use designation and replace it with residential zoning
 - Coastal Development Permit
 - Conditional Use Permit
 - Variance
- Woodfin Suite Hotel and Timeshare Resort
 - Coastal Development Permit
 - Conditional Use Permit
 - Parking Permit
 - Tentative Tract Map
 - Variance
- Wetland Restoration
 - Coastal Development Permit
- Public-Serving Anchorage
 - Coastal “Approval in Concept” for a separate CDP from the Coastal Commission

1.2 PROJECT DESCRIPTION

The Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project consists of five components that include (1) Neptune Marina Parcel 10R and boat spaces planned in Basin B; (2) the Neptune Marina Parcel FF; (3) the Woodfin Suite Hotel and Timeshare Resort on the northerly approximately 2.20 acres of Parcel 9U; (4) a restored wetland and upland park on the southerly approximately 1.46 acres of Parcel 9U; and (5) a public anchorage adjoining the Parcel 9U bulkhead in Basin B containing berthing space for between approximately 7 and 11 vessels (depending on the boats’ relative sizes) inclusive of an area for dinghy berthing at the northerly end of the anchorage. It is important to note that Components 4 and 5 are associated with and offset the loss of open-space land in connection with the development of the Neptune Marina Parcel FF (Component 2).

Component 1 includes the landside development of Parcel 10R and waterside development in adjacent Basin B and has been defined as “Neptune Marina Parcel 10R.” Landside development consists of a proposed 400-unit, multi-family, residential apartment community comprised of three structures. The height of two of the three buildings (Buildings 1 and 2, which front on the Marquesas Way mole road) would not exceed 55 feet, while Building 3, which fronts on Via Marina, would not exceed 60 feet

(exclusive of appurtenant, screened rooftop equipment) when measured per County standards along Marquesas Way and Via Marina, respectively. These structures would front Marquesas Way and Via Marina and are proposed to be located generally southeast of this intersection. The waterside portion of Parcel 10R in Basin B would be comprised of a small-craft anchorage consisting of 174 boat spaces that would replace an existing 198 marina boat slips that have deteriorated over time. The anchorage would provide users water and electrical service and a sewage pump-out station. The 161 proposed private boat slips in association with the Neptune Marina Parcel 10R would be wide enough to accommodate modern boat designs and boats up to 40 feet. Larger boats could be accommodated at 13 proposed end-tie spaces (161 + 13 = 174 total marina spaces). In addition, the new boat slips would be compliant with Americans with Disabilities Act (ADA) and new California Department of Boating and Waterways safety requirement

Component 2 includes the development of Parcel FF and has been defined as “Neptune Marina Parcel FF.” Development consists of a proposed 126-unit, multi-family apartment community contained within a single structure. The height of the proposed building (Building 4) would not exceed 55 feet (exclusive of appurtenant, screened rooftop equipment) when measured per County standards along Via Marina and Marquesas Way. This structure would front on Marquesas Way and be located generally northeast of this intersection.

Component 3 includes development of the northerly approximately 2.20 acres of Parcel 9U and has been defined as the “Woodfin Suite Hotel and Timeshare Resort.” This project component is comprised of a proposed 19-story hotel structure with 288 hotel and timeshare suites (a minimum of 152 conventional hotel suites and 136 timeshare suites) and accessory uses (meeting rooms, restaurant, lounge, spa, common areas, etc.). The height of the hotel structure would not exceed 225 feet (exclusive of appurtenant, screened rooftop equipment) when measured per County standards along Via Marina. This structure is planned on the northern portion of Parcel 9U and would front on Via Marina.

Component 4 consists of an approximately 1.46-acre restored wetland and upland park to be constructed on the southern portion of Parcel 9U.

Component 5 includes a public anchorage to be situated adjacent to the Parcel 9U bulkhead within Marina del Rey Basin B. It is anticipated that this anchorage would contain approximately 542 lineal feet of new public dock area and would provide berthing for between 7 and 11 transient vessels (depending on their size) including dinghy berthing at the northerly end of the public anchorage. The new public boat and anchorage would be compliant with the ADA and new California Department of Boating and Waterways safety standards.

1.3 RELATIONSHIP OF THE PROJECT TO THE REGION

The project site is located within the West Side Cities Subregion as defined by the Southern California Association of Governments (SCAG). This Subregion area is projected to undergo sustained population growth through the year 2020. Population in this region is predicted to increase by 11.5 percent, while the number of housing units is predicted to increase by 14.7 percent.

The site is located immediately adjacent to existing development in an area that is presently afforded all necessary roadway, utility (with possible exception of sewer infrastructure capacity), and communications infrastructure, as well as law enforcement, fire protection, regional employment and shopping centers, and governmental and medical services. Intensification of development within Marina del Rey is authorized in the certified Local Coastal Program (LCP) and is consistent with latest planning concepts promoting in-fill development over developing outlying areas away from employment centers. This type of development can serve to reduce commute distances and time, and makes use of existing infrastructure to provide services.

1.4 TOPICS OF CONCERN

Consistent with the requirements of CEQA, the County of Los Angeles prepared an Initial Study for the project. Based on conclusions of the Initial Study, this EIR addresses the following topics:

- Geotechnical and Soil Resources
- Noise
- Hydrology and Water Quality
- Air Quality
- Biota
- Visual Quality
- Traffic/Access
- Sewage Disposal
- Water Service
- Solid Waste Service
- Education
- Police Protection
- Fire Protection
- Library Services
- Parks and Recreation
- Population and Housing
- Land Use

1.5 IMPACTS, MITIGATION MEASURES, AND ALTERNATIVES

1.5.1 Unavoidable Significant Impacts

This EIR has been prepared to assess each potentially significant impact to the environment that could result from implementation of the proposed project. For a detailed discussion regarding potential impacts, refer to **Section 5.0, Existing Conditions, Project Impacts, and Mitigation Measures**, of this EIR.

In accordance with the *State CEQA Guidelines*, summaries of the project's impacts are provided in **Table 1.0-1, Summary Table of Project Impacts, and Mitigation Measures**. Also provided in **Table 1.0-1** is a list of the proposed mitigation measures that are recommended in response to the significant impacts identified in this EIR, and a determination of the level of significance of the impact after implementation of the recommended mitigation measures. Topics found to be significant after implementation of feasible mitigation measures are: short-term construction noise impacts, short-term construction air quality impacts, cumulative construction air quality impacts, visual resource impacts, cumulative traffic impacts, cumulative solid waste impacts, and cumulative population and housing impacts.

1.5.2 Alternatives

In response to the significant impacts resulting from the project, the following four on-site alternatives to the project have been defined and analyzed in **Section 6.0, Project Alternatives**, of this EIR. The environmentally superior alternative is also defined in **Section 6.0**. Descriptions of each alternative are provided below.

- **Alternative 1: No Project/No Development Alternative.** Under *State CEQA Guidelines* Section 15126.6(e)(3)(B), if disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, then this "No Project" consequence (i.e., No Project/Future Development scenario) should be discussed. As defined in this EIR, this development scenario would be the continuation of the status quo on Parcels FF, 10R and 9U.
- **Alternative 2: No Project/No Amendment Alternative.** Under the No Project/No Amendment Alternative, the project site would be developed within the provisions defined as part of the Marina del Rey Land Use Plan (LUP). Parcel 10R, located within the Marquesas DZ, is presently developed with 136 apartment units and a marina containing 198 boat spaces, while Parcel FF is developed as an underutilized surface parking lot with approximately 200 parking spaces. Parcel 9U is a vacant and undeveloped lot.
- **Alternative 3: Increased Structure Height (applicable only to Parcels 10R and FF).** This alternative would place the proposed two levels of garage parking at grade and construct four floors of apartment uses over the at-grade parking structure. Development intensity as defined in this alternative would not be modified. Landside development would consist of a proposed 526-unit, residential apartment community consisting of four structures and a waterfront public pedestrian promenade. The waterside portion of Parcel 10R in Basin B of this alternative would be the same as

the proposed project. Similarly, the development proposal for the Woodfin Suite Hotel and Timeshare Resort, wetland park and public-serving boat spaces would not be altered. Given provisions of this alternative, structure height would be increased to a maximum of 75 feet for each building. A structure height of 75 feet is consistent with height provisions defined in the LUP, the recently approved 'The Shores' project on the adjacent Parcels 100 and 101, and the recently constructed apartments on the adjacent Parcel 12.

- **Alternative 4: Density Bonus Associated with Affordable Housing Requirements.** This alternative focuses on increasing affordable housing associated with residential development proposed on Parcels 10R and FF. Density bonus requirements are set forth in both state law and the County and Coastal Commission plans. Given the Government Code mandates, development intensity on Parcels 10R and FF could be increased from 526 to 657 residential units and on-site population would be increased from 789 to 986 persons. Development at the proposed intensity would require one additional level of parking and one additional floor devoted to residential uses. Maximum structure height would be increased from 55 and 60 feet to 70 and 75 feet. This alternative proposes no change to the Woodfin Suite Hotel and Timeshare Resort project, the proposed wetland park, or the public-serving boat spaces.
- **Alternative 5: Reduced Density; Parcels 10R, FF, and 9U.** Under this alternative, structure massing would be altered for the apartment and hotel/timeshare buildings; unit sizes would be increased within the same building envelope as the proposed project. However, for both the apartment and hotel/timeshare developments, less parking would be provided; thus less grading associated with the provision of subterranean parking, would be required. This alternative would consist of 368 versus 526 residential dwelling units, 201 versus 288 hotel/timeshare suites with an assortment of accessory patron- and visitor-serving uses, 174 private and between 7 and 11 public-serving boat spaces and dinghy moorage area, a publicly accessible Waterfront Pedestrian Promenade, and a restored public wetland and upland park area.
- **Alternative 6: Residential-Sized Building Height Parcel 9U.** Under this alternative, the hotel structure height would be reduced by 14 floors to a total of 5 floors. This action would result in a reduction in structure height from 225 to approximately 55 feet and a reduction in available rooms from 288 to 75. This alternative assumes no change in the building footprint or grading or construction requirements. This alternative proposes no change to the Neptune Marina Apartments and Anchorage project proposed on Parcels 10R or FF, the proposed wetland park or the public-serving boat spaces.
- **Alternative 7: Marine Oriented Commercial (Parcel 9U Only).** This alternative would construct and operate four levels of marine oriented commercial over two levels of parking, one of which would be below grade. No hotel would be constructed on Parcel 9U. Development would be limited to the northern 2.20 acres of Parcel 9U and structure height would be limited to 100 feet. This alternative would not alter the currently proposed wetland park, the public and transient boat spaces or residential development planned on Parcels 10R and FF. On Parcel 9U, this alternative would require construction of a below grade parking garage, resulting in the export of approximately 85,000 cubic yards of material that would be trucked off-site to a defined disposal area.
- **Alternative 8: RV Resort (Parcels 10R, FF, and 9U).** This alternative would construct and operate a public RV Resort on Parcels 10R, FF, and 9U. This alternative would involve demolition of the existing Neptune Marina Apartments, include redevelopment of the boat spaces adjacent to Parcel

10R but would eliminate the proposed wetland park and the public and transient boat spaces. Full service RV Resort inclusive of amenities such as bathroom and shower facilities, reception areas, landscaping, a small area for tent camping, guest parking, and spaces with full-service hook-ups can achieve a density of approximately 10 RV spaces per acre. Given a total of 13.03 landside acres, approximately 130 RV spaces could be accommodated on the project site.

- **Alternative 9: Marina Plaza Alternative.** In 1981, a hotel was previously approved by the California Coastal Commission for development on the subject Parcel 9U (the "Marina Plaza Hotel"). The Marina Plaza Hotel was approved by the CCC with 300 guest rooms in nine stories and an assortment of patron- and visitor-serving accessory uses, including restaurants, a bar, a coffee shop, banquet facilities and meeting rooms. Structures were placed in the southeast portion of Parcel 9U most proximal to Marina del Rey Basin B. Surrounding the structures was a surface parking plot that occurred on the remaining portions of Parcel 9U. Alternative 9 is based on this already approved hotel project. Development on Parcels 10R and FF would remain unchanged from the proposed proposal.

1.6 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

Consistent with Section 15123 of the *State CEQA Guidelines*, the following issues have been raised as areas of controversy through the public review period on the NOP disclosure by the Lead Agency:

- Land use compatibility of residential and commercial uses with public recreation areas within the Marina
- Change from public open space on Parcel FF to residential use and development of public wetland park on Parcel 9U
- Adequacy of wetland buffer
- Land use compatibility of hotel/timeshare within residential community
- Consistency of hotel/timeshare with LCP
- Height of proposed hotel/timeshare adjacent to Marina
- Adequacy of required view corridors in relation to building height
- Effect of shadows resulting from building height
- Effect of taller buildings on wind patterns in the Marina
- Alternative transportation and provisions for shuttle, bicycle and pedestrian use (lack of sidewalks)
- Sufficiency of public parking for recreational boaters
- Emergency response times and adequate emergency evacuation in case of disaster
- Cumulative adequacy of public service availability
- Cumulative traffic impacts

Table 1.0-1
Summary Table of Project Impacts and Mitigation Measures

Project Impacts	Mitigation Measures	Residual Impact
GEOTECHNICAL AND SOIL RESOURCES		
The proposed project has the potential to expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving structures adversely affected by the magnitude of seismic shaking that could potentially occur on the project site. Without mitigation, impacts associated with seismic shaking are considered adverse and potentially significant.	<p>5.1-1. Proposed structures shall be designed in conformance with the requirements of the 1997 edition of the UBC and the County of Los Angeles Building Code for Seismic Zone 4.</p> <p>5.1-2. Proposed structures shall be designed in conformance with all recommendations included in the Group Delta Consultants report (Draft EIR, Appendix 5.1, Section 4.0, pages 6-20) and the Van Beveren & Butelo report (Draft EIR, Appendix 5.1, pages 14-35).</p>	Less than significant

Project Impacts	Mitigation Measures	Residual Impact
GEOTECHNICAL AND SOIL RESOURCES (continued)		
<p>Surficial wind and water erosion on the project site has the potential to increase on the project site during construction. This may result in a short-term impact relative to soil erosion or loss of topsoil unless mitigated.</p>	<p>5.1-3. Precautions shall be taken during the performance of site clearing, excavations, and grading to protect the project from flooding, ponding, or inundation by poor or improper surface drainage.</p> <p>5.1-4. Temporary provisions shall be made during the rainy season to adequately direct surface drainage away from and off the project site. Where low areas cannot be avoided, pumps shall be kept on hand to continually remove water during periods of rainfall.</p> <p>5.1-5. Where necessary during periods of rainfall, the Contractor shall install checkdams, desilting basins, rip-rap, sand bags or other devices or methods necessary to control erosion and provide safe conditions, in accordance with site conditions and regulatory agency requirements.</p> <p>5.1-6. Following periods of rainfall and at the request of the Geotechnical Consultant, the Contractor shall make excavations in order to evaluate the extent of rain-related subgrade damage.</p> <p>5.1-7. Positive measures shall be taken to properly finish grade improvements so that drainage waters from the lot and adjacent areas are directed off the lot and away from foundations, slabs, and adjacent property.</p>	<p>Less than significant</p>

Project Impacts	Mitigation Measures	Residual Impact
GEOTECHNICAL AND SOIL RESOURCES (continued)		
	<p>5.1-8. For earth areas adjacent to the structures, a minimum drainage gradient of 2 percent is required.</p> <p>5.1-9. Drainage patterns approved at the time of fine grading shall be maintained throughout the life of the proposed structures.</p> <p>5.1-10. Landscaping shall be kept to a minimum and where used, limited to plants and vegetation requiring little watering as recommended by a registered landscape architect.</p> <p>5.1-11. Roof drains shall be directed off the site.</p> <p>5.1-12. Proposed structures shall be designed in conformance with any additional recommendations pertinent to soil erosion in accordance with the recommendations of the Group Delta Consultants report (Draft EIR, Appendix 5.1, Section 4.0, pages 6-20) and the Van Beveren & Butelo report (Draft EIR, Appendix 5.1, pages 14-35).</p>	
<p>Consequences of liquefaction on the project site include liquefaction-induced ground subsidence and lateral spread or deformation toward the low-lying areas of the project site. Additionally, soils located on Parcel 9U are not suitable for support of the project. As such, mitigation is required for soil stabilization.</p>	<p>5.1-13. Proposed structures shall be designed in conformance with all recommendations included in the Group Delta Consultants report (Draft EIR, Appendix 5.1, Section 4.0, pages 6-20) and the Van Beveren & Butelo report (Draft EIR, Appendix 5.1, pages 14-35).</p>	<p>Less than significant</p>
<p>Methane is a natural bi-product of the microbial decomposition of organic matter in an anaerobic environment. In large concentrations, methane can be explosive and, since it is heavier than air, can displace atmospheric oxygen.</p>	<p>5.1-14. The County Building and Safety, as defined in Los Angeles County Building Code Section 110.4, buildings or structures adjacent to or within 200 feet (60.96 meters) of active, abandoned or idle oil or gas well(s) shall be provided with methane gas-protection systems. For soil gas safety, the recommendations in the April 18, 2008 Carlin Environmental Consulting report and the August 23, 2006 and May 3, 2008 Methane Specialist reports (Draft EIR, Appendix 5.1) shall be implemented.</p>	<p>Less than significant</p>

Project Impacts	Mitigation Measures	Residual Impact
GEOTECHNICAL AND SOIL RESOURCES (continued)		
The project site is not located on expansive soils; however, any import material should be tested for expansion potential prior to importing.	5.1-15. All recommendations included in the Group Delta Consultants report (Draft EIR, Appendix 5.1, Section 4.0, pages 6-20) and the Van Beveren & Butelo report (Draft EIR, Appendix 5.1, pages 14-35).	Less than significant
No septic tanks would be included in the proposed project; therefore, no soil instability impacts to septic tank systems would result.	No mitigation measures are required	No impact
<p>Cumulative Impacts</p> <p>The geographic context of the analysis of rupture of a fault, strong seismic ground shaking, liquefaction, landslide, lateral spreading, subsidence, collapse and expansive soils are site specific, rather than cumulative in nature. In this way, potential cumulative impacts resulting from geological, seismic and soil conditions would be reduced to less than significant on a site-by-site basis by modern construction methods and enforcement of code requirements. Thus, cumulative impacts associated with other related projects are considered to be less than significant.</p>	No mitigation measures are required.	Less than significant

Project Impacts	Mitigation Measures	Residual Impact
NOISE		
<p>Construction Impacts</p> <p>Construction activity would occur as close as 50 feet from existing noise sensitive residential uses located east of the project site. Uses at these locations could experience noise levels that reach 94 A-weighted decibels (dB(A)) for short time periods. Construction activity on the project site would also occur as close as 125 feet from existing residential uses located west of the project site along Via Marina, resulting in noise levels of up to 85 dB(A) at these sensitive receptors. These, as well as any other locations that experience an uninterrupted line of sight to the construction noise sources, could be temporarily exposed to exterior noise levels which could exceed the County's Noise Control Ordinance standards for construction equipment noise. Therefore, construction noise is considered a temporary significant impact.</p> <p>Haul Route Impacts</p> <p>Noise sensitive land uses are located along the haul route, which is primarily residential in nature. Uses within 50 feet of the haul route could experience temporary noise events ranging from 83 to 88 dB(A) from trucks, which exceeds County standards. Therefore, a temporary significant impact would result from trucks traveling to and from the project site along the haul route during the projected buildout of the project.</p> <p>Vibration Impacts</p> <p>Because the use of pile driving equipment is required for foundation construction, vibration impacts that would occur are considered significant and unavoidable, but temporary in nature.</p>	<p>5.2-1. All construction equipment, fixed or mobile, that is utilized on the site for more than two working days shall be in proper operating condition and fitted with standard factory silencing features. To ensure that mobile and stationary equipment is properly maintained and meets all federal, state and local standards, the applicant shall maintain an equipment log. The log shall document the condition of equipment relative to factory specifications and identify the measures taken to ensure that all construction equipment is in proper tune and fitted with an adequate muffling device. The log shall be submitted to the Los Angeles Department of Public Works for review and approval on a quarterly basis. In areas where construction equipment (such as generators and air compressors) is left stationary and operating for more than one day within 100 feet of residential land uses, temporary portable noise structures shall be built. These barriers shall be located between the piece of equipment and sensitive land uses. As the project is constructed, the use of building structures as noise barrier would be sufficient. The County building official or a designee should spot check to ensure compliance.</p> <p>5.2-2. All exterior construction activity, including grading, transport of material or equipment and warming-up of equipment, shall be limited to between the hours of 7:00 AM to 7:00 PM, except for concrete pours, and shall not occur during weekend periods unless approved by the Los Angeles County Department of Public Works. The work schedule shall be posted at the construction site and modified as necessary to reflect deviations approved by the Los Angeles County Building and Safety Division. The County building official or a designee should spot check and respond to complaints.</p>	<p>Significant and unavoidable impacts would remain</p>

Project Impacts	Mitigation Measures	Residual Impact
NOISE (continued)		
	<p>5.2-3. The project applicant shall post a notice at the construction site and along the proposed truck haul route. The notice shall contain information on the type of project and anticipated duration of construction activity, and shall provide a phone number where people can register questions and complaints. The applicant shall keep a record of all complaints and take appropriate action to minimize noise generated by the offending activity where feasible. A monthly log of noise complaints shall be maintained by the applicant and submitted to the County of Los Angeles Department of Public Health.</p>	
<p>Operational Impacts</p> <p>Operation of the proposed project is expected to result in increased noise due to the net increase in resident population on the site and associated vehicular traffic, affecting both future on-site receptors and existing off-site receptors. All expected noise increases resulting from the proposed project would be less than 3 dB(A). As a result, noise generated by point or stationary sources on the project site would be consistent with County of Los Angeles noise standards. Thus, noise impacts generated by the new residents located on the project site would not constitute a significant impact to on-site or off-site receptors.</p> <p>Noise level increases attributable to traffic generated by cumulative development would also be less than 3 dB(A) community noise equivalent level (CNEL) at all locations. Therefore, no significant off-site noise impacts would occur as a result of project operation when compared with existing conditions.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Project Impacts	Mitigation Measures	Residual Impact
NOISE (continued)		
<p>Cumulative Impacts</p> <p>Cumulative noise impacts would occur as a result of construction activity taking place within Marina del Rey, as well as increased vehicle traffic generated by cumulative development. Noise level increases attributable to traffic generated by cumulative development would be less than 3 dB(A) CNEL at all locations. The intersection with the greatest increase in noise, Marquesas Way, would increase from 53.8 dB(A) to 56.7 dB(A), an increase of 2.9 dB(A). This increase is below the 3 dB(A) threshold of detection. Therefore, significant cumulative noise impacts would not occur.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
HYDROLOGY AND DRAINAGE		
<p>Based on calculations consistent with the Los Angeles County Department of Public Works (LACDPW) Hydrology Manual, a minimal increase in total site runoff during a 25-year storm event would occur as a result of development of the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project. Subsequent to project operation, no alteration of surface flows are anticipated for Parcels 10R or FF. However, runoff from the northern portion of Parcel 9U would be 7.8 cubic feet per second (cfs) and would be routed to Marina del Rey Basin B via an on-site storm drain system. No runoff would be directed to the wetland/upland area to the south. No flood hazard to the small-craft harbor would occur because the elevation of the bulkhead is substantially (greater than 8 feet) above the tidal elevation. As such, impacts would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Project Impacts	Mitigation Measures	Residual Impact
HYDROLOGY AND DRAINAGE (continued)		
<p>During construction, landside demolition of the existing apartment complex (Parcel 10R) and parking lot (Parcel FF), grading/excavation operations and project construction could result in increased water and wind erosion and a potential for the discharge of sediment to the small-craft harbor during storm events. Increased sedimentation could result in a significant erosion and sedimentation impact unless mitigated. Additionally, temporary de-watering systems for the proposed partially subterranean parking garages also have the potential to discharge sediments from excavation areas directly to the small-craft harbor unless mitigated. Project applicant(s) would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) for Parcels 10R, FF, and 9U pursuant to the National Pollutant Discharge Elimination System (NPDES) that would identify the various Best Management Practices (BMPs) that would be implemented at the construction site.</p>	<p>5.3-1. A final drainage plan and final grading plan (including an erosion control plan if required) shall be prepared by each applicant to ensure that no significant erosion, sedimentation, or flooding impacts would occur during or after redevelopment of the project sites. These plans shall be prepared to the satisfaction of the Los Angeles County Department of Public Works, Flood Control Division prior to the issuance of grading, demolition, or building permits.</p>	<p>Less than significant</p>

Project Impacts	Mitigation Measures	Residual Impact
HYDROLOGY AND DRAINAGE (continued)		
<p>Storm Water Quality Impacts During Construction</p> <p>Temporary dewatering systems for the partially subterranean parking structures may require an NPDES permit for Ground Water Discharge from the RWQCB. With compliance with the requirements of the NPDES construction permit, demolition and construction related water quality impacts would be less than significant.</p> <p>Landscape Runoff</p> <p>Less than 2 acres of the project site would be landscaped; thus, there is a minor potential for increased quantities of pesticides/herbicides/fungicides and nitrates to enter and incrementally degrade surface water if runoff were to enter the drainage system. Furthermore, landscaped areas would help control runoff by allowing percolation into the soil rather than allowing direct runoff into surface water bodies as does paved surfaces. Based on the above, water quality impacts from landscape runoff are considered less than significant.</p> <p>Pavement Runoff</p> <p>A portion of the project site is presently developed and existing surface runoff from the project site contains material which discharges directly into the small-craft harbor. However, the proposed project would place most parking within covered parking structures, where such pollutants are less likely to be transported by rainfall into the storm drain system. As a result, pollutants from pavement runoff are likely to be less than experienced under existing conditions and would be considered as less than significant.</p>	<p>5.3-2. Small-craft harbor lease agreements for the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project shall include prohibitions against engine maintenance and boat painting or scraping activities while on the premises.</p>	<p>Less than significant</p>

Project Impacts	Mitigation Measures	Residual Impact
HYDROLOGY AND DRAINAGE (continued)		
<p>Animal Droppings</p> <p>With more intensive use of the site, more domesticated animals would reside on the project site. Unless mitigated, the additional droppings would continue to degrade water quality impacts relative to pollutants associated with animal droppings.</p> <p>Atmospheric Fallout</p> <p>The surrounding land areas are mostly paved and the site is near the ocean, which serves to limit the amount of fugitive dust entrained in the wind. Further, the project would contain erosion-controlling vegetation which would capture and hold atmospheric fallout which does reach the project site.</p> <p>Marine Activity Impacts</p> <p>While the project would result in a modest reduction in the number of available spaces, thereby reducing the potential for such contaminants to enter the small-craft harbor, any contribution to the degradation of water quality in the small-craft harbor would represent a significant impact if unmitigated.</p>		

Project Impacts	Mitigation Measures	Residual Impact
HYDROLOGY AND DRAINAGE (continued)		
<p>Cumulative Impacts</p> <p>Projects in the watershed must comply with storm drainage design criteria that prohibit significant increases in post-development storm flows into the small-craft harbor and significant increases in storm flow velocities. As a result, overall storm runoff discharge quantities into the small-craft harbor under post-development runoff conditions would be no greater than under existing conditions. Because on-site drainage facilities would have adequate capacity to capture and convey off-site flows from the site and from upstream areas during a 25-year-frequency storm, and because any new or upgraded storm drainage improvements in the remainder of the watershed would be required to convey design year storm flows, no significant increases in velocity and related scouring, and no significant cumulative project flooding impacts are expected to occur downstream of the site.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Project Impacts	Mitigation Measures	Residual Impact
AIR QUALITY		
<p>Demolition, Excavation and Construction Impacts</p> <p>The emissions associated with concurrent demolition, excavation and grading and construction of all the project components would exceed the South Coast Air Quality Management District (SCAQMD) emission thresholds of significance during the construction phase for carbon monoxide (CO), oxides of nitrogen (NO_x), and volatile organic compounds (VOC), as well as cause localized significant ambient air quality impacts for particulate matter less than 10 microns in diameter (PM₁₀), particulate matter less than 2.5 microns in diameter (PM_{2.5}), and NO_x. If only one of these project components were constructed at a time, the emissions would still exceed these significance thresholds, and the construction phase would cause significant short-term air quality impacts.</p> <p>Operational Impacts, Daily Emissions</p> <p>Operational emissions would be generated by area, mobile, and possibly stationary, sources as a result of normal day-to-day activities at the project site. However, the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project at full buildout and operation would not generate a net increase in emissions that would exceed SCAQMD recommended thresholds for any criteria pollutants. Therefore, the operational emissions of the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project would not result in a significant air quality impact.</p>	<p>5.4-1. Develop and implement a construction management plan, as approved by the County, which includes the following measures recommended by the SCAQMD, or equivalently effective measures approved by the SCAQMD:</p> <ul style="list-style-type: none"> a. Configure construction parking to minimize traffic interference. b. Provide temporary traffic controls during all phases of construction activities to maintain traffic flow (e.g., flag person). c. Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the degree practicable. d. Reroute construction trucks away from congested streets. e. Consolidate truck deliveries when possible. f. Provide dedicated turn lanes for movement of construction trucks and equipment on and off site. g. Maintain equipment and vehicle engines in good condition and in proper tune according to manufacturers' specifications and per SCAQMD rules, to minimize exhaust emissions. h. Suspend use of all construction equipment operations during second stage smog alerts. Contact the SCAQMD at 800/242-4022 for daily forecasts. i. Use electricity from power poles rather than temporary diesel- or gasoline-powered generators. 	<p>Construction Impacts Significant and unavoidable</p> <p>Operational Impacts Less than significant</p>

Project Impacts	Mitigation Measures	Residual Impact
AIR QUALITY (continued)		
<p>Operational Impacts, Wind</p> <p>From the results of this wind study, it has been concluded that the proposed Neptune Marina will produce similar wind conditions over a majority of the areas of Marina del Rey. The overall wind conditions predicted with the proposed and expected future developments are similar to those presently experienced in and around the marina and, therefore, the general air circulation patterns and the use of surface winds by birds will not be affected.</p>	<p>j. Use methanol- or natural gas-powered mobile equipment and pile drivers instead of diesel if readily available at competitive prices.</p> <p>k. Use propane- or butane-powered on-site mobile equipment instead of gasoline if readily available at competitive prices.</p> <p>5.4-2. Develop and implement a dust control plan, as approved by the County, which includes the following measures recommended by the SCAQMD, or equivalently effective measures approved by the SCAQMD:</p> <ul style="list-style-type: none"> a. Apply approved non-toxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas inactive for four days or more). b. Replace ground cover in disturbed areas as quickly as possible. c. Enclose, cover, water twice daily, or apply approved soil binders to exposed piles (i.e., gravel, sand, dirt) according to manufacturers' specifications. d. Water active grading sites at least twice daily (SCAQMD Rule 403). e. Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 mph. f. Provide temporary wind fencing consisting of 3- to 5-foot barriers with 50 percent or less porosity along the perimeter of sites that have been cleared or are being graded. 	

Project Impacts	Mitigation Measures	Residual Impact
AIR QUALITY (continued)		
	<ul style="list-style-type: none"> g. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least 2 feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer), in accordance with Section 23114 of the California Vehicle Code. h. Sweep streets at the end of the day if visible soil material is carried over to adjacent roads (recommend water sweepers using reclaimed water if readily available). 	
	<ul style="list-style-type: none"> i. Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip. j. Apply water three times daily or chemical soil stabilizers according to manufacturers' specifications to all unpaved parking or staging areas or unpaved road surfaces. k. Enforce traffic speed limits of 15 mph or less on all unpaved roads. l. Pave construction roads when the specific roadway path would be utilized for 120 days or more. <p>5.4-3. In the event asbestos is identified within existing on-site structures, the project applicant/developer shall comply with SCAQMD Rule 1403 (Asbestos Emissions From Demolition/Renovation Activities). Compliance with Rule 1403 is considered to mitigate asbestos-related impacts to less than significant.</p>	
<p>The estimated operational emissions due to proposed project are found to be less than significant. Hence, the project is not expected to violate ambient air quality standards or contribute to an existing or projected air quality violation.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Project Impacts	Mitigation Measures	Residual Impact
AIR QUALITY (continued)		
As discussed in Section 5.16, Population and Housing , the proposed project is considered to be consistent with the future population and employment figures projected for the site's census tract. The project would not increase population over that which has been planned for the area, would be consistent with the Air Quality Management Plan (AQMP) forecasts for this area, would be considered consistent with the air-quality-related regional plans, and should not jeopardize attainment of state and federal ambient air quality standards in the Basin.	No mitigation measures are required.	Less than significant
The state and federal 1- and 8-hour CO standards would not be exceeded at any of the modeled intersections at project buildout during future conditions with the contribution of project-related traffic. Therefore, CO hotspots are not predicted to occur near these intersections with the contribution of ambient growth in the area and the proposed project's traffic. The impact of the proposed project's traffic to these intersections would be considered less than significant.	No mitigation measures are required.	Less than significant
Residential uses associated with the proposed project are not expected to be a source of odors. The adjacent land uses are such that the project residents would not be subjected to objectionable odors from any surrounding land use. Consequently, no significant impacts from such odors are anticipated.	No mitigation measures are required.	Less than significant
The proposed land uses of the project will not use hazardous materials or emit toxic air contaminants in appreciable quantities. Adjacent land uses would not subject project site residents, employees, or visitors to toxic air emissions. Accordingly, no significant impacts with respect to the criteria listed above are expected to occur.	No mitigation measures are required.	Less than significant

Project Impacts	Mitigation Measures	Residual Impact
AIR QUALITY (continued)		
<p>Cumulative Construction Impacts</p> <p>Individual projects that exceed the SCAQMD-recommended daily thresholds for project-specific impacts would be considered to cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment. Construction of the project would result in daily construction emissions of VOC, NO_x, and/or CO that exceed the thresholds of significance recommended by the SCAQMD during peak construction activities. Because the Basin is in nonattainment for ozone (NO_x and VOC are precursors to ozone) and CO (federal standard only), construction of the project would generate a cumulatively considerable contribution. This is considered a significant and unavoidable impact.</p> <p>Cumulative Operational Impacts</p> <p>If the growth of vehicle miles traveled (VMT) or average daily traffic (ADT) is less than the population growth, then the project is not considered to have a significant cumulative air quality impact. Because this approach compares a project's population to VMT, only the population and VMT associated with permanent residents of the proposed project are used in this comparison. As shown in Table 5.4-35, this criterion has been met, and the project would not be considered to have significant cumulative impacts. Additionally, the project is within growth forecasts contained in the Growth Management Chapter of SCAG's Regional Comprehensive Plan and Guide (RCPG), which forms the basis for the land use and transportation control portions of the 2003 AQMP. Therefore, it would be consistent with the 2003 AQMP, indicating that it would not jeopardize attainment of state and federal ambient air quality standards in the Basin.</p>	<p>Cumulative Construction Impacts</p> <p>No feasible mitigation measures are available to avoid cumulative construction impacts.</p> <p>Cumulative Operational Impacts</p> <p>No mitigation measures are required.</p>	<p>Construction</p> <p>Significant and unavoidable</p> <p>Operational</p> <p>Less than significant</p>

Project Impacts	Mitigation Measures	Residual Impact
BIOTA		
<p>Direct impacts on terrestrial special status species associated with construction and operation on the project sites are not considered significant.</p> <p>Potentially significant impacts to the existing water quality and the associated marine infauna could result from the re-suspension of sediments associated with the removal of the existing pilings and placement of the new pilings for up to 185 new boat spaces This impact is considered potentially significant due to (1) the reported use of the water area by the Endangered brown pelican and California least tern; and (2) the re-suspension of contaminants within the sediments at the site. Anchoring of work vessels would be expected to further the aforementioned re-suspension and increase the area potentially affected by the sediment.</p> <p>California Brown Pelican (<i>Pelicanus occidentalis</i>); federally listed Endangered Species, state-listed Endangered Species. During construction of the new boat spaces and docks, construction related noise and turbidity would occur in the vicinity of the construction zone. The impact of construction would be to incrementally reduce foraging space during the construction period.</p>	<p>5.5-1. Secure siltation collar around each pile prior to removal and replacement (water surface to seafloor) and assure that the ends seal the area to preclude re-suspended sediments from entering other areas of the small-craft harbor.</p> <p>Sedimentation collars are used similar to silt screens as a means of controlling or reducing turbidity in the vicinity of the construction zone. The collars are placed around piles to be removed and extend from the bottom of the marina to above the water line. Once the collars are in-place the piles are extracted. During this process turbidity is increased. Sediment collars would be left in place until the clarity of water inside the sediment collar approaches normal conditions in the marina (measured via the use of a seiche disk) at which time the sediment collar is removed.</p> <p>Details shall be provided to and approved by RWQCB Los Angeles Region staff prior to construction.</p> <p>5.5-2. In the event a pile should break during removal, use divers to cut the broken pile at the mudline to reduce the resuspension of deeper sediments that are possibly more contaminated than the surficial material. While diver-generated turbidity would be expected during cutting operations, the reduction of sediment resuspension from this removal method would be expected to reduce degradation of water quality and seafloor impacts.</p> <p>Place impervious barriers (i.e., hay bales) around the perimeter of all onshore areas of exposed dirt. Grade the dirt to provide for drainage away from the small-craft harbor.</p>	<p>Less than significant</p>

Project Impacts	Mitigation Measures	Residual Impact
BIOTA (continued)		
<p>California Least Tern (<i>Sterna antillarum browni</i>); federally listed Endangered Species, state-listed Endangered Species. No suitable nesting habitat is currently available on the project site. During construction of the new boat spaces and docks, construction related noise and turbidity would occur in the vicinity of the construction zone. The impact of waterside construction would be to incrementally reduce foraging space during the construction period associated with development of the private and public anchorages at the terminus of Basin B.</p> <p>Peregrine falcon (<i>Falco peregrinus</i>); federally listed Endangered Species, state-listed Endangered Species. Peregrine falcons forage over a large area inclusive of the project site. Construction and operational impacts are not expected to impact this species as these activities occur regularly in the region and large areas of available habitat are present proximal to the site. Therefore, construction and operational impacts to this species are not considered significant.</p> <p>Great blue heron (<i>Ardea herodias</i>), snowy egret (<i>Egretta thula</i>), black-crowned night heron (<i>Nycticorax nycticorax</i>): State of California "Special Animals." Great blue heron, snowy egret and black-crowned night heron are known to nest in ornamental trees in many locations within Marina del Rey. Construction impacts may impact these species when nesting in nearby ornamental landscape trees.</p>	<p>5.5-3. Waterside development and construction activities will be curtailed during the March to September California least tern breeding season, as long as it is known that the species is still nesting in the Venice Beach habitat.</p> <p>5.5-4 To avoid impacts to native nesting birds (California Fish and Game Code (Section 3503, 3503.5 and 3513), the applicant and/or its contractors shall retain a qualified biologist to conduct nest surveys in potential nesting trees within the project site and the median of Via Marina and Marquesas Way prior to construction or site preparation activities. Specifically, within 30 days of ground disturbance activities associated with construction or grading, a qualified biologist shall conduct weekly surveys to determine if active nests of bird species protected by the Migratory Bird Treaty Act and the California Fish and Game Code are present in the construction zone. If no breeding bird behavior or nesting activity is observed, the surveying biologist may instruct the contractor to remove potential nesting habitat, so long as the removal occurs within three days of the survey. If the removal of potential nesting habitat does not occur within three days, an additional pre-construction survey will be conducted such that no more than three days will have elapsed between the last survey and the commencement of ground disturbance activities.</p>	

Project Impacts	Mitigation Measures	Residual Impact
BIOTA (continued)		
	<p>If active nests are found, clearing and construction activities within a buffer distance determined by the surveying biologist, shall be postponed or halted until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting. The urbanized and disturbed condition of the existing environment shall be considered when determining buffer distances, since birds that typically nest in the area are already accustomed to noisy conditions. Buffer may be less than 50 feet for human habituated birds.</p> <p>Limits of construction to avoid an active nest shall be established in the field with flagging, fencing, or other appropriate barriers and construction personnel shall be instructed on the sensitivity of nest areas. The biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts to these nests will occur. The results of the survey, and any avoidance measures taken, shall be submitted to the County of Los Angeles within 30 days of completion of the pre-construction surveys and construction monitoring to document compliance with applicable state and federal laws pertaining to the protection of native birds.</p>	

Project Impacts	Mitigation Measures	Residual Impact
BIOTA (continued)		
	<p>5.5-5 During all construction activities if active heron or egret nests are discovered on or adjacent to the project and these nests are being used for breeding or rearing offspring, a qualified biologist shall monitor bird behavior at the nest for any signs of distress or annoyance from the construction noise. In the event the consulting biologist determines that noise from the project construction activities are causing distress or annoyance to herons or egrets that may be utilizing nests on these parcels, then construction activities shall be postponed or halted until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting during that year. The urbanized and disturbed condition of the existing environment shall be considered when determining buffer distances, since birds that typically nest in the area are already accustomed to noisy conditions.</p>	
<p>A jurisdictional wetland delineation identified approximately 0.43 acre of wetlands within the excavated basin on the southerly portion of Parcel 9U, of which 0.23 acre consists of wetlands that exhibit positive indicators for wetland hydrology, hydrophytic vegetation and hydric soils, and an additional 0.20 acre that lacked positive indicators for at least one of the three criteria but would still be considered wetland pursuant to California Coastal Act policies. As part of the proposed project, the wetland would be restored and an upland buffer would be constructed around the wetland. As such, impacts would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>Implementation of the proposed project is not expected to substantially interfere with movement patterns associated with the existing ground-dwelling fauna presently occurring on the project site. Therefore, project implementation is not expected to alter other wildlife movement patterns, and no impact would occur.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Project Impacts	Mitigation Measures	Residual Impact
BIOTA (continued)		
<p>The proposed project is consistent with applicable policies as defined in the Marina del Rey Local Coastal Plan and the Regional Water Quality Control Board (RWQCB) Water Quality Control Plan (Basin Plan). The Marina del Rey Local Coastal Plan does not designate any Environmentally Sensitive Habitat Areas (ESHA), and none is recognized within the project site. Accordingly, no significant, adverse impacts will result from the project.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>Cumulative Impacts</p> <p>Due to the urban character of the area in which cumulative projects occur, no special-status species, naturally occurring special-status habitat or wetlands are known to occur. Therefore, cumulative impacts on the terrestrial environment are not considered significant.</p> <p>Potential cumulative impacts could potentially affect marine resources and those terrestrial species that use marine environments such as the Endangered California brown pelican and California least tern that forage in various portions of Marina del Rey. Because these species forage over a large area, and available forage areas occur near the site and in the region, cumulative impacts are not considered significant, and the project's contribution are not cumulatively considerable, as only one of the related projects proposes development within the marine environment.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Project Impacts	Mitigation Measures	Residual Impact
VISUAL RESOURCES		
<p>Development on Parcel 10R replaces existing structures where no visibility of the marina is currently available. No views of the marina are available from Via Marina in the vicinity of Parcel FF. Construction and operation of the Woodfin Suite Hotel and Timeshare Resort on Parcel 9U would result in an incremental loss of visibility of Marina del Rey Basin B when viewed from Via Marina that is defined as a Scenic Highway. Consistent with requirements of the Marina del Rey LUP, and in conformance with the DCB, the project incorporates six view corridors that would mitigate the loss of available view (for Parcel 9U) or enhance visibility of the marina (for Parcel 10R and FF). Because this project is consistent with all development requirements defined in the Marina del Rey LUP, impacts associated with this visual resource criterion are not considered significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>The height and mass of the proposed Woodfin Suite Hotel and Timeshare Resort Project from Viewing Locations One, Two, and Three, would be out-of-character with surrounding land uses. As such, impacts are considered significant and mitigation is required.</p>	<p>5.6-1. A deed restriction shall be placed of the southern portion of Parcel 9U requiring that the wetland park be retained as natural open space.</p> <p>5.6-2. On the street level of the project landscaping to the satisfaction of the County of Los Angeles Design Control Board shall be implemented to reduce visual impacts of the project when viewed from this location. Further, if approved by the Design Control Board, areas of landscaping shall be included on terraces and balconies that could be incorporated into the design of the hotel structure and associated parking structure.</p> <p>5.6-3. Articulation and variations in color or building materials could be incorporated into the lower levels of the hotel and parking structure. These actions would reduce visual resource impacts on Via Marina.</p>	<p>Significant and unavoidable</p>

Project Impacts	Mitigation Measures	Residual Impact
VISUAL RESOURCES (continued)		
<p>All of the proposed development would cast shadows on adjacent uses only during the winter months and for brief periods of time. Exposure of adjacent uses to shadows cast by the project would be limited in duration to winter months and would vary dependent upon the time of day. No single use would be exposed to shadows cast by the project for more than three hours, and given the small number of uses affected and the nature of those land uses, this is considered a less than significant impact.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
TRAFFIC/ACCESS		
<p>The project is expected to generate approximately 3,104 net new trips per day. Of this total, an estimated 253 trips would occur during the morning peak hour, and 228 new trips would occur during the evening peak hour. These new trips would be added to the project area roadway network once the existing development is removed and the proposed project is completed and fully occupied. The incremental project traffic would significantly impact the (LOS) forecasts during the PM peak hours at three of the study intersections, Admiralty Way and Via Marina, Washington Blvd. at Ocean Avenue and Via Marina, and Admiralty Way and Mindanao Way. During the AM peak hour only the Admiralty Way/Mindanao intersection would be significantly affected.</p>	<p>Through the implementation of area traffic improvement measures recommended in the adopted Marina del Rey Specific Plan Transportation Improvement Program (TIP) project (i.e., existing + ambient growth + project) traffic related impacts would be reduced to a less than significant level. Based on the expected net project trip generation of 228 PM peak hour trips, the project would be required to pay \$1,297,320 in trip mitigation fees (\$716,940 attributable to Legacy Partners and \$580,380 attributable to Woodfin). A portion of these fees is designated toward the Category 3 (regional) transportation improvements.</p>	<p>Less than significant</p>
<p>Parking for the proposed project is generally provided in parking structures beneath or adjacent to each building. The County standard parking requirements would be met through the project design. Thus, no parking spillover onto area streets or into the nearby neighborhoods is anticipated, and no parking-related impacts are expected as a result of the proposed project.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Project Impacts	Mitigation Measures	Residual Impact
TRAFFIC/ACCESS (continued)		
<p>One Los Angeles Congestion Management Program (CMP) intersection, Lincoln Boulevard and Marina Expressway, was identified in the project area. The proposed project is not expected to add 50 or more trips to this intersection during either the AM or PM weekday peak hours. The project would add approximately 71 trips, which is substantially less than the CMP threshold of 150 peak hour trips added to any freeway segment in a single direction. Based on this information, the impact criteria will not be exceeded, and no significant regional impacts on arterial monitoring intersections and mainline freeway locations would occur. Therefore, this is considered a less than significant impact.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>The level of overall trip generation from the developed, approved and proposed Marina projects is less than the 50 percent development level at which Category 3 System-Wide Improvements (as described in the LCP), such as the Admiralty Way improvement to five lanes or the realignment of the intersection of Admiralty Way and Via Marina, are warranted before any additional development can occur.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Project Impacts	Mitigation Measures	Residual Impact
TRAFFIC/ACCESS (continued)		
<p>Cumulative Impacts</p> <p>The results of the cumulative development analysis show that the potential additional traffic resulting from area-wide development would significantly impact 12 of the 17 study intersections, resulting in several locations nearing or exceeding capacity. The proposed project would also contribute incrementally to these cumulative impacts.</p>	<p>The intersection improvement measures recommended to address these cumulative traffic impacts include the intersections of:</p> <ul style="list-style-type: none"> • Admiralty Way and Via Marina • Washington Boulevard and Via Marina/Ocean Avenue • Admiralty Way and Palawan Way • Washington Boulevard and Palawan Way • Lincoln Boulevard and Washington Boulevard • Lincoln Boulevard and Marina Expressway (SR-90) – • Lincoln Boulevard and Bali Way • Lincoln Boulevard and Mindanao Way • Lincoln Boulevard and Fiji Way • Admiralty Way and Bali Way • Admiralty Way and Mindanao Way • Marina Expressway (SR-90) Eastbound and Mindanao Way 	<p>Significant and unavoidable</p>

Project Impacts	Mitigation Measures	Residual Impact
SEWER SERVICE		
<p>Construction Impacts</p> <p>Demolition of existing on-site uses would not disrupt sewer services to adjacent uses, as the lines will be disconnected prior to removal of the existing structures and the amount of construction-related wastewater that would be generated would not have a significant impact on wastewater disposal and treatment facilities due to the temporary nature of construction activity and the available capacity of the treatment facilities.</p> <p>Operational Impacts; Wastewater Collection</p> <p>Based on information obtained from the Sewer Capacity Report prepared by Hunsaker Engineering, Inc., September 2006, the sewage collection and conveyance system designed to serve the proposed Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project would connect to the existing sewer facilities. Therefore, impacts to the wastewater collection system would be less than significant.</p>	<p>5.8-1. Prior to issuance of building permits, the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project applicants shall demonstrate sufficient sewage capacity for the proposed project by providing a “will serve” letter from LACDPW’s Waterworks and Sewer Maintenance Division.</p> <p>5.8-2. The Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project applicants shall pay a “fair share” contribution to the amount of the cost to upgrade the downstream segments of the sewer trunk that are identified as inadequate to accommodate effluent generated by the proposed project. If deemed necessary, these improvements shall be funded and completed in accordance with County Department of Public Works procedures.</p>	<p>Less than significant</p>
<p>Operational Impacts; Wastewater Treatment</p> <p>The proposed Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project would generate approximately 151,100 gpd of domestic wastewater. This represents a net increase of 130,700 gallons per day (gpd) due to the increased number of dwelling units and the hotel project. Sewage generated on the project site would be conveyed to the Hyperion Treatment Plant (HTP) for treatment. With the HTP currently operating 130 mgd below capacity (treating a total of 350 mgd), the addition of approximately 130,700 net gpd generated by the proposed Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project would not result in the plant exceeding capacity. Therefore, adequate capacity exists to treat sewage generated by the project, and the impact of the proposed project on the sewage treatment system is less than significant.</p>		

Project Impacts	Mitigation Measures	Residual Impact
SEWER SERVICE (continued)		
<p>Cumulative Impacts</p> <p>Buildout of the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project and related projects occurring within the Marina Sewer Maintenance District (MSMD) would generate an estimated 653,346 gpd of domestic wastewater, which does not exceed the 2.03 mgd of excess contractual capacity currently available for the MSMD for treatment at the HTP. Therefore, capacity is available at the HTP under current contracts.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Project Impacts	Mitigation Measures	Residual Impact
WATER SERVICE		
<p>Construction Impacts</p> <p>During the maximum five months associated with site demolition and grading it is expected that water consumption would be approximately 8,500 gpd. During construction it is expected that water consumption would be reduced to approximately 3,000 gpd. Given that these water consumption rates are lower when compared with existing demand (16,320 gpd), the amount of construction-related water that would be consumed on-site would not have a significant impact on the existing water supply system.</p> <p>Operational Impacts; Water System</p> <p>No long-term significant impacts would occur with implementation of the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project provided that recommended project improvements are made in coordination with the marina water distribution system upgrades on the parts of the system that would serve the project.</p> <p>Operational Impacts; Water Supply</p> <p>Waterworks District 29 and Marina del Rey Water System (WWD No. 29) will be able to adequately supply the project with the projected 91,000 gpd. In addition, mitigation is recommended that requires the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project to provide the County Department of Regional Planning with a letter from WWD No. 29 confirming their ability to serve the project.</p>	<p>5.9-1. The Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project shall meet the County Efficient Landscape Ordinance since landscaped areas exceed 2,500 square feet in area.</p> <p>5.9-2. The Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project shall incorporate into the building plans water conservation measures as outlined in the following items:</p> <ul style="list-style-type: none"> • Health and Safety Code Section 17921.3 requiring low-flow toilets and urinals; • Title 24, California Administrative Code which establishes efficiency standards for shower heads, lavatory faucets and sink faucets, as well as requirements for pipe insulation which can reduce water used before hot water reaches equipment or fixtures; and • Government Code Section 7800 which requires that lavatories in public facilities be equipped with self-closing faucets that limit the flow of hot water. <p>5.9-3. Prior to the issuance of grading permits, the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project applicant shall provide to the Los Angeles County Department of Regional Planning a letter from WWD No. 29 confirming that it is able to provide water service to the project phase under consideration.</p>	<p>Less than significant</p>

Project Impacts	Mitigation Measures	Residual Impact
WATER SERVICE (continued)		
<p>Cumulative Impacts</p> <p>Buildout of the proposed project in combination with related projects would consume an estimated 415,132 gpd, or 463 afy of water. Entitlements for water have been secured and are adequate to serve existing uses and projected growth in Marina del Rey. In addition, each future project would be required to provide to the Los Angeles County Department of Regional Planning a letter from WWD No. 29 stating that it is able to provide water service to the project phase under consideration. Grading permits shall not be issued until such time that WWD No. 29 indicates that the distribution system and water supply are adequate to serve the project. As such, no significant cumulative impacts would result.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Project Impacts	Mitigation Measures	Residual Impact
SOLID WASTE		
<p>Construction Impacts</p> <p>Waste generated during demolition and construction would result in an incremental and intermittent increase in solid waste disposal at landfills and other waste disposal facilities within Los Angeles County. The one-time disposal of solid waste associated with construction generated by the project could be accommodated at existing facilities listed within Los Angeles County. Therefore, with mitigation, the impact of construction waste on local landfills would be reduced to a less than significant level.</p> <p>Operational Impacts</p> <p>The proposed Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project would generate a net increase over existing uses of approximately 2,868 pounds per day, or about 523 tons per year, of solid waste. Los Angeles County's landfills have adequate capacity to service the existing population and planned growth until the year 2017. Mitigation to reduce the amount of project-generated solid waste disposed of at landfills is recommended and based upon the above information and the inclusion of mitigation measures, solid waste impacts related to the project would be reduced to less than significant levels.</p>	<p>5.10-1. The Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project shall comply with Title 20, Chapter 20.87, of the Los Angeles County Code, Construction and Demolition Debris Recycling. The project proponent shall also provide a Waste Management Plan to recycle, at a minimum, 50 percent of the construction and demolition debris. The Waste Management Plan shall be provided to the County of Los Angeles Department of Public Works for review and approval, prior to the issuance of the Certificate of Occupancy.</p> <p>5.10-2. To reduce the volume of solid and hazardous waste generated by the operation of the project, a solid waste management plan shall be developed by the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project applicants. This plan shall be reviewed and approved by the County of Los Angeles Department of Public Works. The plan shall identify methods to promote recycling and re-use of materials, as well as safe disposal consistent with the policies and programs contained within the County of Los Angeles Source Reduction and Recycling Element. Methods shall include locating recycling bins in proximity to dumpsters used by future on-site residents.</p>	<p>Less than significant</p>

Project Impacts	Mitigation Measures	Residual Impact
SOLID WASTE (continued)		
<p>Cumulative Impacts</p> <p>Buildout of the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project and other related projects would generate an estimated 28,390 pounds per day, or 5,181 tons per year, of solid waste. However, because an adequate supply of landfill space has not been approved for beyond 2017 and because existing hazardous waste management facilities in the County are deemed inadequate, the cumulative increase in solid and hazardous waste generation would cause a significant impact unless additional landfill space or other disposal alternatives are approved.</p>	<p>No cumulative mitigation measures known to be available that would mitigate significant impacts to a level of insignificance.</p>	<p>Significant and unavoidable</p>
EDUCATION		
<p>Operation of the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project would increase the number of students attending local schools. Additional students generated at buildout of the project can be accommodated within the current capacity of each school serving the area. Therefore, no physical improvements are required. As such, no significant impact to the affected schools would occur as a result of the implementation of the proposed project.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>Cumulative Impacts</p> <p>A total of approximately 2,069 students would be generated by cumulative development within the attendance boundaries of the schools serving the project site. Without mitigation, the cumulative impact of the Neptune Marina Project and other related projects would be considered significant because the number of additional students would exceed existing capacity at the elementary, middle and high schools and would place additional demands on services and facilities at all three area schools.</p>	<p>As with the proposed project, the applicants of the related projects would be required to pay state-mandated developer fees to the LAUSD. According to Section 65995 of the Government Code, payment of the developer fees is deemed to be “full and complete mitigation” for school facility impacts. Payment of such fees by the proposed project and related projects would ensure that the cumulative impacts on school services would be less than significant.</p>	<p>Less than significant</p>

Project Impacts	Mitigation Measures	Residual Impact
POLICE PROTECTION		
<p>Construction Impacts</p> <p>Site development and construction would normally not require services from the County Sheriff’s Department, except in the cases of trespass, theft, and/or vandalism. Implementation of standard construction-traffic control procedures such as flagmen and signage would further reduce any potential impact. Additionally, construction-related impacts to the County Sheriff’s Department, including Harbor Patrol services, will be less than significant. Given the temporary nature of construction-related activities, this potential impact is considered less than significant.</p>	<p>5.12-1. Prior to construction, the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project shall install navigational aids such as buoys and lights as defined by the US Coast Guard to ensure safe access within all channels of the small-craft harbor.</p> <p>5.12-2. As part of the building permit process, the County Sheriff’s Department shall review the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project site design during the planning and building plan-check process with respect to lighting, landscaping, building access and visibility, street circulation, building design and defensible space. Subsequent to Sheriff’s Department review, comments regarding safety design techniques shall be incorporated into the design of the project.</p> <p>5.12-3. During construction, the builder and contractor shall adhere to the County of Los Angeles ordinances pertaining to construction noise (refer to Title 12, Chapters 12.08 and 12.12 Los Angeles County Code).</p>	<p>Less than significant</p>

Project Impacts	Mitigation Measures	Residual Impact
POLICE PROTECTION (continued)		
<p>Operational Impacts</p> <p>County mandated parking requirements have been satisfied with parking permit approval, parking impacts are not considered significant. Increased vehicle traffic generated at buildout of the proposed project could adversely affect the operating condition of the local roadway network. However, as measures are provided to maintain traffic flow and access, impacts are not considered significant.</p> <p>With the incorporation of safety design techniques into the project design, potentially significant security impacts to persons and property and calls for service to the County Sheriff's Department would be reduced to a less than significant level. Additionally, the County Sheriff's Department does not foresee an increase in the calls for service for the Harbor Patrol because of the nature of the project. As such, no impacts would occur.</p> <p>Implementation of the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities and/or the 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.</p>		

Project Impacts	Mitigation Measures	Residual Impact
POLICE PROTECTION (continued)		
<p>Cumulative Impacts</p> <p>Demands for sheriff's services in the project area would increase above current levels upon buildout of proposed project and other related projects. Cumulative projects ongoing and planned in the Marina would increase the demand for services from the Marina del Rey station. These projects may require the permanent assignment of additional patrol cars to Marina del Rey and may necessitate additional deputy staffing. A significant impact on the current level of police protection services throughout the Marina del Rey area would occur unless the staff and equipment at the County Sheriff's Department are increased proportionately. Increased revenues from ground lease rentals, property tax, and special tax revenue from the related projects can be used to fund increases in staffing and equipment. Therefore, no significant impacts would result on police staffing or equipment.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
FIRE PROTECTION		
<p>Construction Impacts</p> <p>During construction, a large amount of wood framing and other flammable construction materials would be present on the project site(s). In addition, construction traffic would occur on and near the project site during working hours due to commuting construction workers, trucks and other large construction vehicles that would increase traffic volumes during the AM peak hour and potentially slow emergency response times. However, no significant impacts will occur with implementation of standard County safety measures.</p>	<p>5.13-1. Applicants associated with the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project shall submit and have approved by the County of Los Angeles Fire Department, a Fire Safe Plan. The Fire Safe Plan shall include information regarding water flow and duration requirements, building sprinkler requirements, internal and external fire access. The applicant will provide a Conceptual Fire Safety Plan to be reviewed by the County Fire Department prior to issuance of building permits for each project. Typically, such plans, defined emergency evacuation plans and other information deemed necessary by the Fire Department. The Fire Safe Plan shall be reviewed by and incorporate all recommendations of the County Fire Department prior to project approval.</p>	<p>Less than significant</p>

Project Impacts	Mitigation Measures	Residual Impact
FIRE PROTECTION (continued)		
<p>Operational Impacts; Response Times</p> <p>Given that the project site is within an existing response district and measures are provided to maintain traffic flow and access, no significant impacts would occur when compared with accepted response time criteria. Additionally, because the proposed project would not significantly alter the number of boat spaces, it is not expected that there will be significant new demands on the ability of Fire Boat 110 to respond to an emergency situation.</p> <p>Operational Impacts; Fire Flow</p> <p>Estimates from the LACDPW indicate that at present, fire flows at the project site would not meet County Fire Department standards. The completion of the proposed Marina del Rey water distribution system improvements would improve fire flows for the existing system and provide additional capacity to meet County Fire Department requirements. However, at this time, these improvements are not likely to be completed before buildout of the proposed project.</p> <p>County Fire Department Funding/Fiscal Impact</p> <p>Implementation of the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project would not result in substantial adverse physical or economic impacts associated with the provision of new or physically altered governmental facilities and/or the 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.</p>	<p>5.13-2. During construction, security fencing will be installed surrounding the project site and private security services will be hired to reduce the potential for emergency medical or fire situations on the project site caused by illegal trespassing that could require a response by the County Fire Department.</p> <p>5.13-3. Consistent with the Fire Safe Plan, ingress/egress access for the circulation of traffic and for emergency response access shall be reviewed and approved by the County Fire Department prior to project approval.</p> <p>5.13-4. The development of this project shall comply with all applicable code and ordinance requirements for access, water mains, fire flows, and fire hydrants.</p>	

Project Impacts	Mitigation Measures	Residual Impact
FIRE PROTECTION (continued)		
<p>Cumulative Impacts</p> <p>Implementation of the Neptune Marina and other related projects would not result in cumulatively considerable adverse physical impacts associated with the 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. Increased cumulative development demands would be met by increases in staffing and equipment.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant.</p>
LIBRARY SERVICES		
<p>Construction Impacts</p> <p>Construction activities associated with the project would not result in library impacts.</p> <p>Operation Impacts; Level of Service</p> <p>The Lloyd Taber – Marina del Rey Library is large enough to accommodate an additional 7,339 residents and can, therefore, accommodate the increased residential population from the project.</p> <p>Operational Impacts; Funding</p> <p>The proposed project will be responsible for payment of the library mitigation impact fee. Payment of this fee would constitute full mitigation, and impacts to library services would be less than significant.</p>	<p>5.14-1. The Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project applicant shall pay the library mitigation impact fee in effect at the time building permits for the project are issued (\$772.00 per residential unit as of July 1, 2007). Fees are paid to Los Angeles County to offset the demand for library items and building square footage generated by the proposed project.</p>	<p>Less than significant</p>

Project Impacts	Mitigation Measures	Residual Impact
LIBRARY SERVICES (continued)		
<p>Cumulative Impacts</p> <p>Demand for library items from the populations associated with the proposed project and cumulative projects would be satisfied by the current holdings at the Lloyd Taber – Marina del Rey library under current service level guidelines. The existing facility is large enough and has sufficient holdings to accommodate the additional demands on library space based on current County guidelines.</p>	<p>Each related project in the library service area would be required to pay the library mitigation impact fee in effect at the time building permits are issued. These fees can be used to purchase additional volumes, computers, and to fund library improvements. This would mitigate cumulative impacts on a project-by-project basis to a level that is less than significant. As all residential projects in the library service area are required to pay the library mitigation fee in effect at the time building permits are issued, cumulative impacts would be mitigated on a project-by-project basis. No additional mitigation beyond payment of the fee is required.</p>	<p>Less than significant</p>
PARKS AND RECREATION		
<p>Applying the Specific Plan requirement of 3.0 acres of parkland per 1,000 persons, dedication of land totaling 1.77 acres or payment of fees to the Coastal Improvement Fund is required. Legacy Partners and Woodfin would jointly fund the development of a publicly accessible 1.46-acre restored wetland and upland buffer on the southern portion of Parcel 9U. Additionally, a Waterfront Stroll Promenade would front the Marina. Therefore, with the provision of the proposed 1.46-acre wetland and upland buffer on the southern portion of Parcel 9U, the project would technically result in parkland deficiency of only 0.31 acres (the new public anchorage notwithstanding). The above-described 0.31-acre parkland deficiency will, however, be appropriately mitigated through Legacy Partner’s payment into the Coastal Improvement Fund. As such, impacts are less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Project Impacts	Mitigation Measures	Residual Impact
PARKS AND RECREATION (continued)		
<p>Cumulative Impacts</p> <p>Development of all approved and related projects in Marina del Rey and the surrounding areas would introduce an additional 3,028 dwelling units housing an estimated population of 4,542 persons. By applying the County's standard demand factor of 3.0 acres of parkland per 1,000 new residents, the amount of parkland needed to account for the demand created by this growth totals approximately 13.6 acres. As with the proposed project, each individual residential project being developed in the Marina would be subject to the requirements of the Marina del Rey Specific Plan that call for parkland dedication, payment of fees to the Coastal Improvement Fund in lieu of land dedication, or some combination thereof. Therefore, cumulative impacts would be less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
POPULATION AND HOUSING		
<p>Implementation of the Neptune Marina Project (Parcels 10R and FF) would intensify development on the project site by adding a net increase of 390 dwelling units, as well as a net increase in population of 585 persons. The increase in the number of individuals, as well as housing units, falls within SCAG demographic projections prepared for both the year 2010 and the year 2020.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>The project will remove existing residential units occupied by persons of low or moderate income. However, the project will provide new replacement and inclusionary affordable units in compliance with Government Code Section 66590, et seq. (Mello Act) and the and County's Mello Act implementation policies.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Project Impacts	Mitigation Measures	Residual Impact
POPULATION AND HOUSING (continued)		
<p>Cumulative Impacts Population projections for the proposed project and related projects exceed SCAG's 2010 population projections but fall within the 2020 population projections. Housing projections exceed SCAG's 2010 and 2020 projections; as such, significant impacts could result.</p>	<p>No feasible mitigation measures are available to reduce this significant housing growth impact.</p>	<p>Significant and unavoidable</p>
<p>Cumulative Impacts Development of related projects may result in the displacement of existing housing and/or people on a project-by-project basis. However, as the proposed project will supply existing tenants with assistance locating already-constructed replacement housing and will assist tenants with moving), the project's contribution to this impact is not cumulatively considerable. Therefore, the impact of the project on this cumulative impact is considered less than significant.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
LAND USE AND PLANNING		
<p>Development of the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project would not physically divide the community of Marina del Rey. The project would continue the development of residential and commercial uses that currently border the site. The existing roadway infrastructure in the Marina del Rey would provide access to the project site. Based on this, the project does not have the potential to divide the existing community.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Project Impacts	Mitigation Measures	Residual Impact
LAND USE AND PLANNING (continued)		
<p>The proposed project meets applicable policies and development standards of the certified LCP, including, but not limited to, adequate parking, view corridors, public access to the shoreline, timeshare suites as overnight lodgings, provision of new usable public recreation and open space (waterfront public pedestrian promenade), implementation of traffic improvements, and provisions for affordable housing consistent with the County's Affordable Housing Policy for Marina del Rey and the Mello Act. The project applicant shall provide both replacement and inclusionary affordable housing units on site in compliance with the state Mello Act and the County's Marina del Rey Mello Act Policy. Upon approval of the requested Local Coastal Program (LCP) amendments, the project would not conflict with any applicable land use plan, policy, or regulation.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>Development of the Neptune Marina Apartments and Anchorage/Woodfin Suite Hotel and Timeshare Resort Project would not conflict with any habitat conservation plan or natural community conservation plan because no such plans are applicable to the project site or its vicinity.</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>Cumulative Impacts Development of the proposed project combined, separately, and cumulative with other related projects would significantly impact the traffic and solid waste environment.</p>	<p>No feasible mitigation measures are available to fully reduce these significant cumulative land use impacts.</p>	<p>Significant and unavoidable</p>