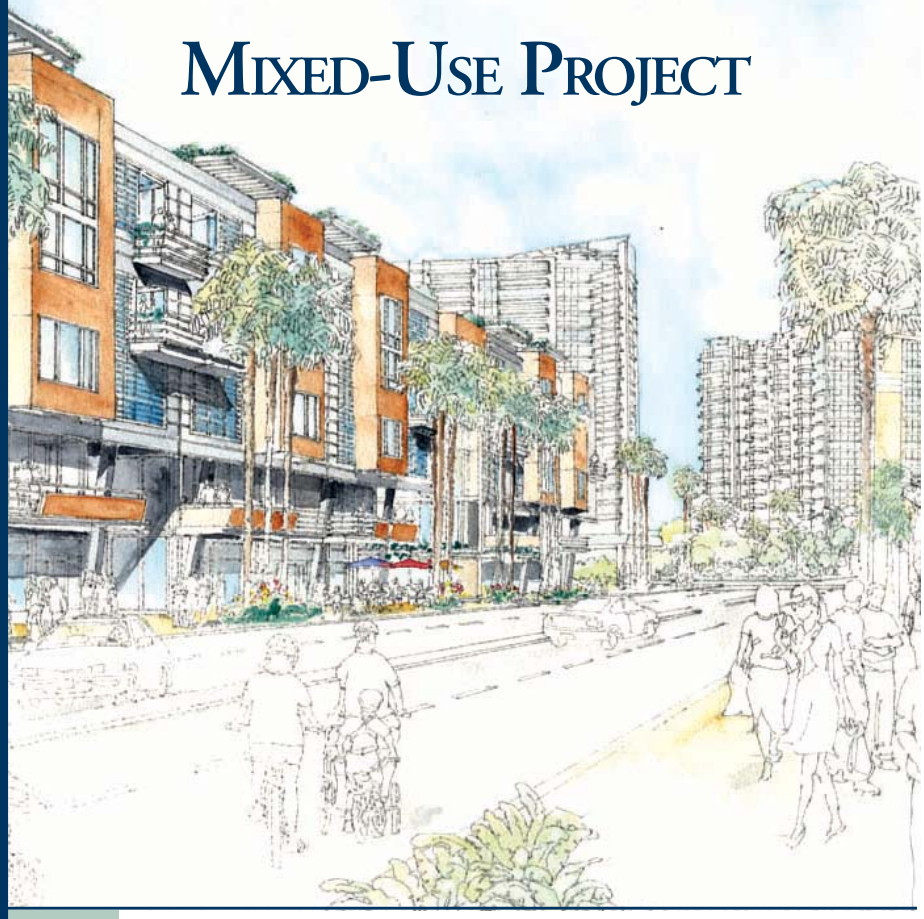
Draft Environmental Impact Report

Villa Marina Mixed-Use Project



November 2004

PCR

Draft
Environmental Impact Report

Villa Marina
Mixed-Use Project

Proposed By:

The Olson Company
3020 Old Ranch Parkway, Suite 400
Seal Beach, California 90740

Prepared By:

PCR Services Corporation
233 Wilshire Boulevard, Suite 130
Santa Monica, California 90401
Tel: 310.451.4488
Fax: 310.451.5279

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PCR

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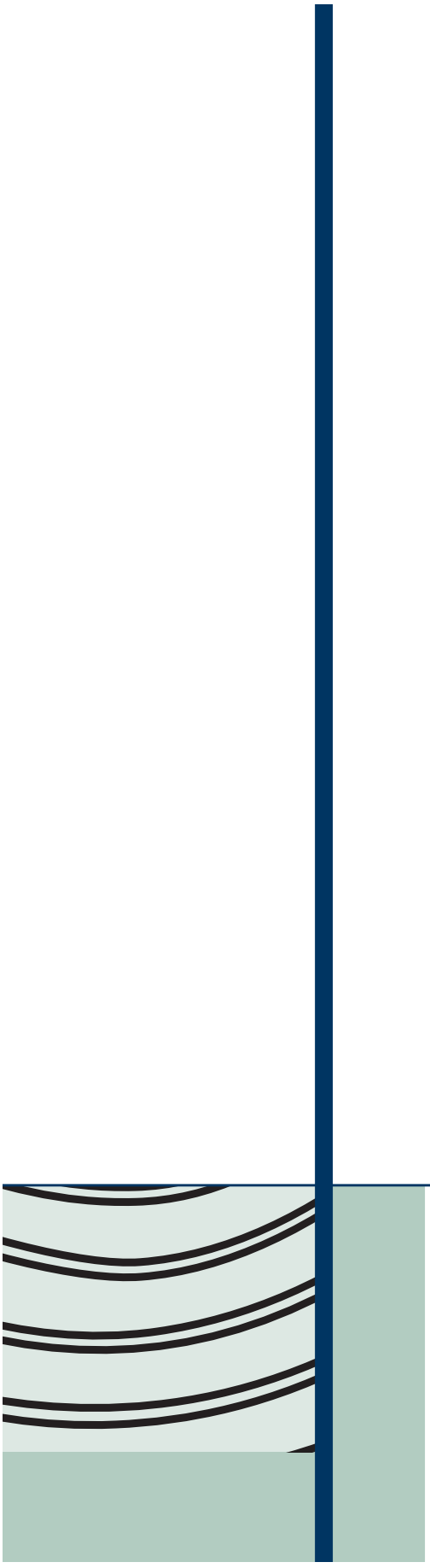


I. Executive Summary

I. EXECUTIVE SUMMARY

1. INTRODUCTION

This Draft EIR has been prepared in accordance with the California Environmental Act (CEQA)[1] and the Guidelines for California Environmental Quality Act (State CEQA Guidelines), as amended.[2]

The proposed Project consists of two components. The first component is a mixed use residential and retail project (the "Mixed Use Project"). The second component is a Community Plan Amendment and Zone Change, initiated by the City of Los Angeles, for two parcels located adjacent to the Mixed Use Project (the "Add Areas"). The purpose of the second component is to create land use designations that are consistent with existing uses on and around the site of the Mixed Use Project. The land areas that comprise the Mixed Use Project and the Add Areas are collectively referred to as the "Project Site." The Project Site consists of a total of 9.32 acres. The site that is proposed for the Mixed Use Project is 4.04 acres in size, while the two Add Areas comprise a total of 5.28 acres (i.e., 4.76 acres and 0.52 acre in size, respectively). The Project Site is in the portion of the Del Rey community of the City of Los Angeles that is located near Marina del Rey. The Mixed Use Project consists of 310 residential condominium units, 10 percent of which would be available as affordable housing, and 9,000 square feet of retail uses. As activities involving the two Add Areas is limited to the proposed Community Plan Amendment and Zone Change, no physical development is proposed to occur within either of the two Add Areas.

The City of Los Angeles, which has the principal responsibility for approving the proposed Project, is the Lead Agency and is responsible for the preparation and distribution of this Draft EIR pursuant to CEQA Statute Public Resources Code Section 21067. This Draft EIR identifies possible significant effects that the Project may have on the environment. It also indicates the manner in which the Project's significant effects can be reduced or avoided through the implementation of mitigation measures. Impacts that cannot be mitigated to a level below significance are considered significant unavoidable adverse impacts. For projects that result in any unavoidable significant environmental effects, the City may, after making a series of

[1] *Public Resources Code Section 21000-21178*

[2] *California Code of Regulations Title 14, Chapter 3, Section 15000-15387.*

findings, certify the EIR upon adoption of a Statement of Overriding Considerations pursuant to CEQA Guidelines Section 15093.

As described in Section 15121(a) and 15362 of the CEQA Guidelines, an EIR is an informational document which will inform public agency decision makers and the public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The purpose of this Draft EIR, therefore, is to focus the discussion on those potential effects on the environment of the Project which the lead agency has determined are, or may be, significant.

Pursuant to Section 15125 of the State CEQA Guidelines, this EIR evaluates the Project in comparison to the baseline conditions that existed at the time the Notice of Preparation (NOP) for this EIR was circulated by the City (September 2004). In accordance with Section 15130 of the State CEQA Guidelines, this EIR also includes an analysis of cumulative impacts in the vicinity of the proposed Project. Cumulative impacts are the change in the environment which results from the incremental impact of the Project when added to other closely related past, present and reasonably foreseeable probable future projects. The EIR also evaluates the potential impacts of five alternatives to the proposed Project.

2. EIR FOCUS AND EFFECTS FOUND NOT TO BE SIGNIFICANT

Pursuant to CEQA Statute Public Resources Code Section 21080.4, a Notice of Preparation (NOP) for the Mixed Use Project was prepared by the City of Los Angeles and distributed to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties on September 2, 2004, for a 30-day circulation period that ended on October 1, 2004. A public scoping meeting for the EIR was held on September 14, 2004. Written and oral comments were taken at the scoping meeting from interested parties. The Initial Study identified those environmental topics in which the proposed Mixed Use Project could have adverse environmental effects and indicated that an EIR would need to be prepared to document the potential effects. A copy of the NOP and Initial Study, the NOP distribution list, responses to the NOP, and comments provided by the public at the scoping meeting that were received by the City of Los Angeles are included in Appendix A of this EIR.

In the Initial Study, the City of Los Angeles determined that implementation of the Mixed Use Project may, either by itself or in conjunction with past, present, and reasonably foreseeable future development in the vicinity, have significant effects in the following areas:

- Land Use/Planning;
- Visual Resources;

- Transportation/Circulation/Parking;
- Air Quality; and
- Noise.

The City of Los Angeles determined, via the Initial Study, that the Mixed Use Project would not have the potential to cause significant impacts in the following areas: Agricultural Resources, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Population and Housing, Public Services, Recreation, and Utilities. Subsequent to the close of the NOP public comment period, the City of Los Angeles determined that it was appropriate for the Project to also include the Add Areas. As the Add Areas do not involve any changes to the physical environment, the conclusions of the Initial Study for the Mixed Use Project are also applicable to the Add Areas. Therefore, these issues are not required to be evaluated in this Draft EIR.

In addition and also subsequent to the close of the NOP comment period, the Applicant of the proposed Mixed Use Project modified the site plan from that shown in the NOP. Specifically, the NOP showed the Mixed Use Project as consisting of two development areas separated by the existing access driveway for the Marriott Hotel. Under the current design, the existing access driveway is proposed to be relocated easterly to align with the eastern boundary of the proposed site for the Mixed Use Project. The Applicant of the Mixed Use Project is proposing to implement this change via a lot line adjustment.

3. EIR ORGANIZATION

This Draft EIR is organized into the following eight chapters:

I. **Summary.** This chapter describes the purpose of the EIR, EIR focus and effects found not to be significant, EIR organization, Project background, areas of controversy and issues to be resolved, public review process, discretionary actions, and a summary of environmental impacts and mitigation measures.

II. **Project Description.** This chapter presents the location, characteristics, and objectives of the Project.

III. **General Description of the Environmental Setting.** This chapter contains a description of the existing setting and a list of known related projects that are

anticipated for completion by 2008, the expected time of completion for the Mixed Use Project.

IV. **Environmental Impact Analysis.** This chapter contains the environmental setting, Project and cumulative impact analyses, mitigation measures, and conclusions regarding the level of impact significance after mitigation for each of the following environmental issues: (1) Land Use; (2) Visual Resources; (3) Transportation, Circulation and Parking; (4) Air Quality; and (5) Noise.

V. **Alternatives.** This chapter provides analysis of each of the five alternatives to the proposed Project, including: No Project (no changes to the existing Project Site), two reduced density alternatives (Reduced Project "A" and Reduced Project "B"), an alternative land use, a design alternative (revised configuration of structures), and development of the Project at an alternative site.

VI. **Growth-Inducing Impacts.** This chapter discusses the ways in which the Project could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment.

VII. **Significant Irreversible Impacts.** This chapter presents an analysis of the significant irreversible changes in the environment that would result from the proposed Project.

VIII. **Persons and Organizations Consulted.** This chapter lists the persons, agencies, and organizations that were consulted or contributed to the preparation of this Draft EIR.

This Draft EIR includes the environmental analysis prepared for the proposed Project and five appendices, as follows:

- Appendix A – Notice of Preparation (NOP), NOP Distribution List, Initial Study, NOP Comment Letters, and Scoping Meeting Comments;
- Appendix B – Mitigation Monitoring and Reporting Program (MMRP);
- Appendix C – Traffic Study;
- Appendix D – Air Quality Calculation Worksheets; and
- Appendix E – Noise Calculation Worksheets.

4. PROPOSED PROJECT

a. Project Location

The Project Site is located in the Palms-Mar Vista-Del Rey Community of the City of Los Angeles. Located on the western edge of the Community Plan area, the Project Site is bounded by Lincoln Boulevard (State Route 1/Pacific Coast Highway) to the west, the Marina Freeway (State Route 90) to the south, and Maxella Avenue to the north. The Project Site includes, among other areas, the westernmost portion of the 24-acre Villa Marina shopping center. As such, the Project Site is bounded on the east by the portion of the Villa Marina shopping center that is not proposed for development. The site of the Mixed Use Project currently contains five individual structures. Two of these structures front Maxella Avenue and consist of a restaurant and a vacant building, which was last occupied by a restaurant. The remaining buildings front Lincoln Boulevard and include a business providing copying and related services, a sit-down restaurant, and a fast-food restaurant. The existing structures within the site of the Mixed Use Project consist of 30,000 square feet of retail and restaurant floor area. Two structures, the Marriott Hotel and a Union 76 Gas Station, currently occupy the two parcels that comprise the Add Areas. The Add Areas are located northwest (i.e., gas station) and south (i.e., Marriott Hotel) of the Mixed Use Project.

b. Project Characteristics

1. Mixed Use Project

Development of the proposed Mixed Use Project would include the demolition of existing structures and pavement, grading, and the subsequent construction of a planned, landscaped residential community consisting of 310 condominium units with a proposed mix of 60 one-bedroom, 190 two-bedroom, and 60 three-bedroom units. Of these, 10 percent of the total units would be set aside as affordable housing. As part of the Mixed Use Project, residents would be provided with a number of amenities, including, but not limited to, a community meeting room, a swimming pool and/or spa, and an exercise room. Additionally, the Mixed Use Project's commercial component would include 9,000 square feet of floor area that would be developed in two locations along Maxella Avenue and consisting of 5,000 and 4,000 square feet, respectively. These retail areas are anticipated to be occupied by businesses such as a florist, café, and/or copying services, or similar businesses.

The Mixed Use Project would have frontages on both Maxella Avenue and Lincoln Boulevard. Building heights are proposed to be approximately 45 to 70 feet, with a varying roofline that would articulate by as much as 25 feet. The proposed mixed use development would be 70 feet in height along the Lincoln Boulevard, Maxella Avenue, and the Marina

Freeway frontages. The Mixed Use Project's Maxella Avenue frontage would be developed with retail uses at the ground or street level, with four stories of residential units located above the retail uses. The top floor of the residential units would be stepped back from Maxella Avenue and, in doing so, would provide building articulation along the Maxella Avenue frontage. Signage for the Mixed Use Project would extend along both Maxella Avenue and Lincoln Boulevard. Parking for the residents and their guests as well as patrons and employees would be developed in a mix of one-level subterranean, second-level podium, and surface-level spaces, with a total capacity of up to 691 vehicles. Of these, 651 spaces would be reserved for the Mixed Use Project's residents with the remaining 40 spaces set aside for the Mixed Use Project's retail uses.

Access to the site of the Mixed Use Project would be provided via a new driveway along Maxella Avenue. The Applicant is also requesting a Lot Line Adjustment that would relocate the access driveway for the Marriott Hotel from its current location to the eastern border of the site of the Mixed Use Project. The Applicant would maintain its existing easement rights, thereby allowing unrestricted use of the new hotel access driveway. Residents and their guests would have access from this driveway into "resident only" parking via garage gates with an electronic permission feature.

2. Add Areas

Activities occurring within the two Add Areas are limited to a City initiated Community Plan Amendment and Zone Change. No physical changes are proposed for either of the two Add Areas. However, a Lot Line Adjustment is proposed in order to relocate the existing Marriot Hotel access driveway to the eastern border of the Project Site, east of the Mixed Use Project. The Add Areas are included as part of the Project to establish a consistent pattern of land use designations within the Project area at the City's request.

c. Discretionary Actions Requested and Permits Required

The City of Los Angeles Palms-Mar Vista-Del Rey Community Plan governs development of the Project Site. Actions to implement the proposed Project would include, but may not be limited to, the following:

- Community Plan Land Use designation amendment from Limited Manufacturing to Commercial Manufacturing for the entire Project Site (i.e., the sites of the Mixed Use Project and Add Areas);

- Zone Change from Limited Industrial to Residential/Accessory Service 4 for the site of the Mixed Use Project;

- Zone Change from Limited Industrial to Commercial (C4) for the Add Areas;
- Lot Line Adjustment between the site of the Mixed Use Project and the Add Area occupied by the Marriott Hotel;
- Parcel Subdivision Approval for the Mixed Use Project;
- Coastal Development Permit for the Mixed Use Project;
- Site Plan Review Approval for the Mixed Use Project;
- Demolition, grading, foundation, and building permits for the Mixed Use Project;
- Haul route(s) approval, as necessary for the Mixed Use Project; and
- Any additional actions as may be determined necessary.

5. PROJECT BACKGROUND

As previously discussed, the site of the Mixed Use Project is currently occupied by five individual structures which total 30,000 square feet of retail and restaurant space. Most of these restaurant uses operate primarily for lunch and dinner hours; however, the fast-food restaurant has extended evening hours (until midnight) and the business providing copying and related services is open 24 hours a day. The Add Areas are located at the northwest corner and south of the Mixed Use Project. The Add Areas are occupied by two structures, a Marriott Hotel (i.e., south of the Mixed Use Project) and a Union 76 Gas Station (i.e., at the northwest corner of the Mixed Use Project).

Development of the Project Site would be directed by the goals and guidelines established by the Palms-Mar Vista-Del Rey Community Plan. According to the Community Plan, the Project Site is designated for limited manufacturing use, and is zoned Limited Industrial (M1-1L) under the Los Angeles Municipal Code (LAMC). The existing designations reflect historic land use patterns in the Project area and anticipated uses that predate the development of Marina del Rey and the Villa Marina, Marina Marketplace, and Marina Center shopping centers. The Project Site and immediately adjacent areas do not include nor are forecasted to include the industrial uses that were anticipated. Therefore, the City is seeking to establish a consistent pattern of land use designations by initiating Community Plan Amendments and Zone Changes by including the Add Areas as part of the Project in order to create land use designations that are consistent with existing uses on and around the subject parcels.

6. AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

Potential areas of controversy and issues to be resolved include issues known to be of concern to the community and issues raised in the response to the NOP. Concerns raised in response to the NOP suggested that the EIR should include analyses of the issues identified in the Project's Initial Study. The more notable concerns raised included traffic and parking impacts. A number of comments addressed the Project's impacts on views in the area. Many concerns were raised regarding cumulative effects of development that would occur with the proposed Project and other development in the area. Many comments also addressed the need to identify appropriate mitigation measures for the proposed Project.

7. PUBLIC REVIEW PROCESS

The City of Los Angeles circulated a Notice of Preparation (NOP) for a 30-day review period, beginning September 2, 2004, and ending October 1, 2004. In addition, a public scoping meeting was conducted on September 14, 2004. The NOP and letters and comments received during the comment period, as well as comment sheets from the public scoping meeting, are included in Appendix A of this Draft EIR. At the time the NOP was circulated, as well as when the public scoping meeting was held the Add Areas and the proposed Lot Line Adjustment were not included as part of the Project.

CEQA requires that the Draft EIR be circulated for public review.[3] The Draft EIR will be circulated for a 45-day review period. Following the close of the public review period, written responses will be prepared on all comments received and these comments and responses will be incorporated into the Final EIR. No final actions (approval or denial of the proposed Project) will be taken until the Final EIR has been reviewed, certified as complete, and considered by the appropriate decision-makers. Dates of meetings when the Project is scheduled to be considered by the City's decision makers will be published and officially noticed in accordance with all City requirements.

8. SUMMARY OF ALTERNATIVES

Five alternatives to the proposed Project have been developed and analyzed in order to compare the impacts of a range of alternatives to the proposed Project. It is the purpose of the alternatives analysis to determine if another use, density, or location would reduce the Project's significant environmental impacts to less than significant levels. The analysis of alternatives begins with the "No Project" Alternative. CEQA Guidelines Section 15126.6(e)(3) sets forth

[3] *Public Resources Code Section 21091.*

two options for discussing the No Project Alternative. The two options are to define the No Project Alternative in terms of no changes to existing on-site conditions ("no build"), or development of the site under existing land use regulations without approval of the proposed Project. The first alternative (Alternative 1) analyzed in this Draft EIR reflects the one in which no development would occur. The second and third alternatives (Alternatives 2 and 3) are reduced density alternatives. Alternative 2 is defined as a 30 percent reduction in all proposed land uses, while Alternative 3 includes more residential units and less retail floor area than what is assumed under Alternative 2. The remaining alternatives include changing the design of the Project (i.e., design alternative), and developing the Project at an alternative site. Based on comparative evaluations, estimations are made as to the environmental impacts of each alternative in contrast to those of the proposed Project and whether each alternative could reduce or eliminate the Project's potentially significant impacts while attaining the Applicant's basic objectives. A summary of the five alternatives and the conclusions reached regarding their comparative impacts after mitigation and their relationship to the Project objectives is provided as follows.

Alternative 1: No Project – No Development

Summary of Comparative Impacts

The No Project Alternative assumes that the proposed Project would not be developed and the existing retail, restaurant, and parking land uses within the site of the Mixed Use Project and the existing Marriott Hotel and gas station (Add Areas) would remain unchanged. Existing facilities would continue to be used, as under existing conditions or former conditions. As such, the No Project Alternative within the site of the Mixed Use Project would continue to contain a total of approximately 30,000 square feet of development. Of this total, two sit-down restaurants account for 12,080 square feet, as well as a 2,558-square-foot fast-food restaurant and a 6,400-square-foot retail store specializing in copying and related services. The remaining square footage, 8,967 square feet, is located within a vacant commercial building located towards the eastern portion of the site of the Mixed Use Project.

The No Project Alternative would eliminate the proposed Project's view obstruction impacts; significant construction air quality and noise impacts; and significant traffic impacts at the intersection of Maxella Avenue and Lincoln Boulevard.

Relationship of Alternative 1 to the Project Objectives

The No Project Alternative would not meet the objective of developing the site of the Mixed Use Project in a manner that would replace older commercial uses and surface parking facilities with a new mixed commercial and residential development that would have impacts, as well as benefits, relative to the issues analyzed in this Draft EIR. The No Project Alternative

would not realize the benefits of the Mixed Use Project with regard to improving intersection operations at the Glencoe Avenue and Washington Boulevard intersection, as well as implementing a number of important Community Plan and air quality policies and objectives. In addition, the existing Community Plan and zoning designations applicable to the site of the Mixed Use Project and the Add Areas would not be replaced with designations that are consistent with the existing land uses on and around the Project Site. As the No Project Alternative would not implement the City's long-range land use goals and the primary objectives for the Mixed Use Project, it would not serve as a feasible development alternative.

Alternative 2: Reduced Project "A" Alternative

Summary of Comparative Impacts

Under Alternative 2, all components of the proposed Mixed Use Project would be incrementally reduced by 30 percent, including building height, residential units, retail floor area, and parking spaces. Alternative 2 also includes the same Community Plan Amendment and Zone Change for the Add Areas as the proposed Project. Based on this description, the Reduced Project "A" Alternative, within the area proposed for the Mixed Use Project, would contain 217 condominium units, 6,300 square feet of retail uses, and 484 parking spaces. A total of 10 percent of all units within the proposed Mixed Use Project would be available as affordable housing. All of the amenities proposed as part of the proposed Mixed Use Project would be developed under the Reduced Project "A" Alternative. The Floor Area Ratio (FAR) for the Mixed Use Project under Alternative 2 would be approximately 1.59,[4] approximately 0.68 less than for the proposed Mixed Use Project. The Mixed Use Project component of Alternative 2 would provide 484 parking spaces, 207 fewer parking spaces than under the proposed Mixed Use Project. Maximum building heights within the Mixed Use Project would be approximately 31 to 49 feet, with varying rooflines that would articulate by as much as 18 feet. Commercial uses within the Mixed Use Project would occur in a ground floor setting that would front Maxella Avenue with signage that would extend along both Maxella Avenue and Lincoln Boulevard.

Alternative 2, with a reduced amount of development for the Mixed Use Project, would reduce some of the Mixed Use Project's impacts but, at the same time, would implement land use and air quality policies to a lesser extent than the proposed Mixed Use Project. Of particular note is that Alternative 2 eliminates the Project's one significant traffic impact at the Maxella Avenue and Lincoln Boulevard intersection. In addition, view obstruction and operational air quality emissions attributable to the Mixed Use Project would be reduced under Alternative 2. Alternative 2 would result in similar impacts to those of the proposed Project on land use compatibility, visual qualities, parking, construction air quality emissions, and noise.

[4] *FAR is the ratio of square feet of floor area/square feet of land area.*

Relationship of Alternative 2 to the Project Objectives

Alternative 2 would meet, although to a lesser degree, the proposed Mixed Use Project's objective of providing new housing units to help meet the demand for market and affordable housing on Los Angeles' Westside. It would also meet the proposed Mixed Use Project's objectives, although to a lesser degree, of providing residential and commercial spaces in an urban context that encourages pedestrian oriented and non-motorized transportation, recreational, and shopping opportunities; and locating mixed use projects along designated transit corridors and in appropriate commercial centers. Furthermore, Alternative 2 would meet the Mixed Use Project's objective of promoting greater individual choice in type, quality, price, and location of housing. Alternative 2, as is the case with the proposed Project, would also establish Community Plan and Zoning designations that are consistent with existing uses on and around the Project Site. In conclusion, while Alternative 2 would achieve many of the objectives of the proposed Project, the reduction in development for the Mixed Use Project, particularly market and affordable housing units, results in Alternative 2 achieving the Mixed Use Project's objectives to a lesser degree than the proposed Project.

Alternative 3: Reduced Project "B"

Summary of Comparative Impacts

Under Alternative 3, the site of the Mixed Use Project would be developed with the same components and layout of the proposed Project, except the number of residential condominium units would be reduced from 310 units to 275 units (11 percent reduction) and the amount of retail square footage would be reduced from 9,000 square feet to 5,500 square feet (39 percent reduction). A total of 576 parking spaces within the area proposed for the Mixed Use Project would be provided under the Reduced Project "B" Alternative. The Floor Area Ratio (FAR) for the area proposed for the Mixed Use Project under Alternative 3 would be 2.00, approximately 0.27 less than under the proposed Project. Within the area proposed for the Mixed Use Project, Alternative 3 would also provide 115 fewer parking spaces than under the proposed Project. Maximum building heights would be the same as the proposed Project (i.e., approximately 45 to 70 feet, with varying rooflines that would articulate by as much as 25 feet). Commercial uses within the area of the Mixed Use Project under Alternative 3 would occur in a ground floor setting that would front Maxella Avenue with signage that would extend along both Maxella Avenue and Lincoln Boulevard. Alternative 3 also includes the same Community Plan Amendment and Zone change for the Add Areas as is proposed to occur under the proposed Project.

Alternative 3, with a reduced amount of development, would reduce some of the impacts of the Mixed Use Project, but, at the same time, would implement land use and air quality policies to a lesser extent than the proposed Project. Of particular note is that the Mixed Use

Project under Alternative 3 eliminates the Project's one significant traffic impact at the Maxella Avenue and Lincoln Boulevard intersection. In addition, view obstruction and operational air quality emissions would be reduced for the Mixed Use Project under Alternative 3. Furthermore, the Mixed Use Project under Alternative 3 would result in similar impacts to those of the proposed Project on land use compatibility, visual qualities, parking, construction air quality emissions, and noise.

Relationship of Alternative 3 to the Project Objectives

The Mixed Use Project under Alternative 3 would meet, although to a lesser degree, the proposed Project's objective of providing new housing units to help meet the demand for market and affordable housing on Los Angeles' Westside. The Mixed Use Project would also meet the proposed Project's objectives, although to a lesser degree, of providing residential and commercial spaces in an urban context that encourages pedestrian oriented and non-motorized transportation, recreational, and shopping opportunities; and locating mixed use projects along designated transit corridors and in appropriate commercial centers. The Mixed Use Project under Alternative 3 would also meet the objective of promoting greater individual choice in type, quality, price, and location of housing. In conclusion, while Alternative 3 would achieve many of the objectives of the proposed Project, the reduction in development, particularly market and affordable housing units within the Mixed Use Project, results in Alternative 3 achieving the Project's objectives to a lesser degree than the proposed Project.

Alternative 4: Alternate Design

Under Alternative 4 the amount of development within the area of the Mixed Use Project would be the same as the proposed Project. As such, a total of 310 condominium units, 9,000 square feet of retail uses, and 691 parking spaces would be developed. A total of 10 percent of all units would be available as affordable housing. All of the amenities proposed as part of the Mixed Use Project would be developed under the Alternate Design Alternative. Where this Alternative differs from the proposed Mixed Use Project is that the residential units under this Alternative would be developed in a single structure that would be 12 stories in height. The residential tower would be centered on the portion of the Project Site within which the Mixed Use Project is proposed to occur. The retail uses would be located along Maxella Avenue, as is the case with the proposed Project. Parking would be provided via surface parking. Signage under this Alternative, as is the case with the proposed Project, would extend along both Maxella Avenue and Lincoln Boulevard. Alternative 4 also includes the same Community Plan Amendment and Zone change for the Add Areas as is proposed to occur under the proposed Project.

As the Mixed Use Project under Alternative 4 proposes the same amount and types of development as the proposed Mixed Use Project, nearly all of the impacts of Alternative 4 are the same or similar to the proposed Project. The exception pertains to view impacts attributable to the Mixed Use Project which are greater under Alternative 5 due to the height of the 12-story residential tower.

Relationship of Alternative 4 to the Project Objectives

The Mixed Use Project under Alternative 4 would meet the proposed Project's objective of providing new housing units to help meet the demand for market and affordable housing on Los Angeles' Westside. The Mixed Use Project would also meet the proposed Project's objectives of providing residential and commercial spaces in an urban context that encourages pedestrian-oriented and non-motorized transportation, recreational, and shopping opportunities, and locating mixed use projects along designated transit corridors and in appropriate commercial centers. The Mixed Use Project under Alternative 4 would also meet the objective of promoting greater individual choice in type, quality, price, and location of housing.

Alternative 5: Alternative Location

Summary of Comparative Impacts

Alternative 5 assumes that the proposed Project would not be developed at the proposed Project Site and would be moved to another location. Since the Add Areas are included solely for the purpose of establishing consistency across Community Plan and Zoning designations at the Project Site, the inclusion of this Project component within the Alternative Site Alternative is not required. As such, the Alternative Location Alternative only considers the relocation of the Mixed Use Project. Therefore, under this Alternative, the Mixed Use Project would be constructed according to its proposed design and intensity, with the same floor area and mix of uses, including 310 residential condominium units, 9,000 square feet of retail uses, and 691 parking spaces. The selection of an alternative site for the Mixed Use Project was based on a number of factors, such as locating a site that could accommodate the proposed land uses, would serve the same market as the Project, and is located in an area served by transit and existing infrastructure systems.

The alternative site is 2.3 acres in size and is located north of the proposed Project Site at Beach Avenue between Del Rey Avenue and Glencoe Avenue. The addresses that define the alternative site are as follows: 4040 Del Rey Avenue, 4051 Glencoe Avenue, and 13440-13454 Beach Avenue.

As Alternative 5 proposes the same amount and types of development as the proposed Mixed Use Project, most of the impacts of Alternative 5 are the same or similar to the proposed Project. However, the exceptions are notable, particularly more significant intersection impacts under Alternative 5 than the proposed Project. Furthermore, Alternative 5 would generate greater, but less than significant, visual qualities impacts due to the greater building heights that occur under Alternative 5 because of its reduced size, relative to the portion of the Project site within the Mixed Use Project would be developed.

Relationship of Alternative 5 to the Project Objectives

Alternative 5 would meet the proposed Project's objectives, except for the basic objective of developing the portion of the proposed Project Site within which the Mixed Use Project would occur in a manner that would replace older commercial uses and surface parking facilities with economically viable uses that meet the local demand for market rate and affordable housing units.

Environmentally Superior Alternative

Based on an analysis of Alternatives 1 through 5, an environmentally superior alternative has been identified. The No Project Alternative (Alternative 1) would be the environmentally superior alternative, as this alternative would have less impacts across the environmental issues analyzed in this Draft EIR. However, CEQA requires that when the No Project Alternative is the environmentally superior alternative, another alternative needs to be selected as environmentally superior. In accordance with this procedure, Alternative 3 (Reduced Project Alternative "B") would be the environmentally superior alternative. This Alternative was selected because nearly all Project impacts would be reduced under this Alternative, and more market and affordable housing units would be developed under Alternative 3 than what would occur under Alternative 2. Alternatives 4 and 5 would not qualify as the Environmentally Superior Alternative as these alternatives result in greater impacts than the proposed Project for at least one environmental issue. Although Alternative 3 is concluded to be the Environmentally Superior Alternative, it would not develop as much market and affordable housing as the proposed Project.

9. SUMMARY OF PROJECT IMPACTS

a. Land Use

(1) Environmental Impacts

The Applicant for the Mixed Use Project is proposing to redevelop a portion of an existing shopping center with residential and retail uses of a type and scale that is consistent with existing and planned development in proximity of the Project Site. As such, the Mixed Use Project would be the redevelopment of an existing site and would occur within a portion of a large land area defined by existing roadways. The Mixed Use Project's proposed residential and retail uses would not have adverse effects on adjacent uses and would allow them to operate as they currently do.

Implementation of the Mixed Use Project would occur via discretionary actions approved by the City that would amend the Community Plan and zoning designations for the portion of the Project Site within which the Mixed Use Project would occur from Industrial – Limited Manufacturing and M1-1, to General Commercial and RAS4, respectively. The RAS4 zone, which was recently added to the LAMC, is consistent with the proposed General Plan designation. As described in Section 12.11.5 of the LAMC, the purpose of the RAS4 zone is ". . . to provide a mechanism to increase housing opportunities, enhance neighborhoods, and revitalize older commercial corridors. The RAS4 Zone is intended to provide a tool to accommodate projected population growth in mixed use and residential project that is compatible with existing residential neighborhoods."

Implementation of the Project would also amend the Community Plan and zoning designations for the Add Areas from Industrial – Limited Manufacturing and M1-1 to General Commercial and C4 to promote a consistent pattern of land use designations on and around the Project Site. The C4 Zone is consistent with the proposed General Plan designation. The hotel and gas station uses currently occurring within the Add Areas are consistent with the proposed Community Plan and zoning designation. No physical changes are proposed for the Add Areas. Therefore, an analysis of any changes to existing development within the Add Areas as a result of the proposed Community Plan amendments and zone changes is deemed to be speculative per CEQA Guidelines Section 15145.

In amending the Community Plan and zoning designations, the Project is removing site designations that are no longer applicable to current conditions, nor consistent with many Community Plan goals and policies, and replacing them with land use designations that are applicable and consistent with what is currently occurring in the Project area. The existing designations reflect historic land use patterns in the Project area and anticipated uses that predate

the development of Marina del Rey and the Villa Marina, Marina Marketplace and Marina Center shopping centers. The Project Site and immediately adjacent areas do not include the industrial uses that were anticipated.

As the Project area has emerged as a center of residential and commercial activity, the development of industrial uses at the Project Site would be incompatible with the existing and projected land uses for the Project area. Therefore, the proposed Community Plan amendment would implement the policy direction provided within the Community Plan. The proposed land use designation, General Commercial, is one that would typically be assigned to the types of uses located on the Project site and surrounding areas. The RAS4 zone, which is proposed to be applied to the site of the Mixed Use Project, was recently developed to support development that is consistent with the proposed Mixed Use Project and its existing setting. Consistent with the intent described above, the Mixed Use Project would increase housing, enhance the emerging residential neighborhood in proximity to Lincoln Boulevard and Maxella Avenue, contribute to the revitalization of an older commercial corridor, and help to accommodate projected population growth in a mixed use project that is compatible with existing residential neighborhoods. The Mixed Use Project would also implement and be consistent with relevant Coastal Act policies.

The proposed lot line adjustment between the site of the Mixed Use Project and the Add Area to the south would enable the existing hotel access driveway to be relocated to the eastern edge of the site so as to allow for an enhanced design for the Mixed Use Project while not creating any land use impacts upon the existing land uses in the Project area.

The Mixed Use Project would be developed in four- to six-story buildings, with maximum building heights of approximately 45 feet to 70 feet and a floor area ratio (FAR) of 2.27. The site of the Mixed Use Project also currently carries a Height District 1 designation. This designation is tied to the current M1 zoning and the development characteristics of industrial buildings within the greater Project area. Within Height District 1, development may occur up to a maximum FAR of 1.5 to 1. The Applicant for the Mixed Use Project is requesting a height district change to Height District 2, as the FAR for the Mixed Use Project exceeds the 1.5:1 limit. As Height District 2 allows a FAR of 6:1, the Mixed Use Project would be consistent with the density permitted by the requested Height District. Furthermore, the proposed Mixed Use Project's heights and FAR are in keeping with the Project Site and uses in the vicinity. They are similar to other mid-rise developments (approximately 3 to 5 floors in newer projects; e.g., Marina Pointe) located along the Lincoln Boulevard corridor, and they are lower in height than the high-rise residential development further west (i.e., the Water Terrace with approximately 19 floors). The heights of the proposed structures within the Mixed Use Project are also marginally taller than nearby commercial uses and the lower-density residential developments in nearby areas (e.g., Villa Marina, where newer residential projects have been

approximately 3 to 4 floors). As such, the Mixed Use Project's proposed building heights provide a transition among nearby uses and, as such, would be consistent with the general character of the area. Therefore, the land use compatibility impacts of the proposed Mixed Use Project would be less than significant. Furthermore, the proposed Mixed Use Project would be compatible with the existing land use plans, policies, and regulations intended to prevent an impact to the environment. Impacts regarding the regulatory framework would be less than significant.

(2) Recommended Mitigation Measures

Impacts of the proposed Project on land use would be less than significant. No mitigation measures are required.

(3) Unavoidable Adverse Impacts

There would be no adverse impacts relative to land use that would be created by the proposed Project.

(4) Cumulative Impacts

Development of the related projects is anticipated to occur in accordance with adopted plans and regulations. Based on the information available regarding the related projects, it is reasonable to assume that the projects under consideration in the area surrounding the Project Site would implement and support important local and regional planning goals and policies. Furthermore, each of these projects would be subject to the permit approval process and would incorporate any mitigation measures necessary to reduce potential land use impacts. Therefore, no significant cumulative land use impacts are anticipated.

b. Visual Resources

(1) Environmental Impacts

The analysis of impacts on visual resources addresses aesthetics, views, and compliance with regulatory policies.

Aesthetics

The demolition of the five existing structures and the construction of a planned, landscaped residential community consisting of 310 condominium units and 9,000 square feet of

commercial floor area, under the Mixed Use Project, represents a substantial change relative to existing conditions. However, the existing structures and surface parking lots that will be removed under the Mixed Use Project feature minimal landscaping and offer limited aesthetic value to the area. The architectural character of the proposed Mixed Use Project would be of a contemporary style with colors and details that compliment the Project's proximity to the ocean and the surrounding urban development. Lighting incorporated into the design of the Mixed Use Project would add decorative highlights to the building façade. In addition, the proposed interior and exterior landscaping to be incorporated into the Mixed Use Project would compliment the building's contemporary design and provide the residents, visitors, and business patrons with aesthetically pleasing open spaces in addition to reducing the amount of visible surface parking. The resulting appearance of the site of the Mixed Use Project is consistent with similar developments occurring in the Project area.

The proposed Mixed Use Project would also be consistent with the General Plan Framework policies regarding urban form. The proposed development of the Mixed Use Project would enhance the livability of the community by upgrading the quality of on-site development. Specifically, the Mixed Use Project would improve the architectural character of the Project site by providing new aesthetically pleasing residential and commercial uses that connect with the surrounding urban and coastal environments. The proposed density, height, and bulk of the proposed structures within the Mixed Use Project would not substantially contrast with the visual character of the surrounding area, since the proposed structures would be consistent in scale with the existing residential and commercial development in the Project vicinity. No physical changes are proposed for the Add Areas. As such, impacts on aesthetics would be less than significant.

Views

The valued visual resources in the Project area consist of views of the Marina del Rey marina and the Pacific Ocean. Views of the identified visual resources are generally not available from the public streets and freeways in the Project area because of the flat topography of the area and the presence of existing intervening structures that block the views of these visual resources.

Public views of the Project Site are generally limited to the street and freeway corridors approaching or adjacent to the Project Site. The site of the Mixed Use Project is located on the western edge of the Villa Marina shopping center bordered by Lincoln Boulevard on the west, State Route 90 (Marina Freeway) on the south, and Maxella Avenue on the north. The proposed Mixed Use Project would not substantially obstruct a view of a valued view resource from these vantage points, since no such views currently exist. However, the tops of the proposed structures within the Mixed Use Project would likely be visible from these points.

Although the demolition of the five existing structures and the construction of a landscaped residential community with retail uses represent a substantial change, development of the Mixed Use Project would not substantially obstruct an existing view of a valued view resource from a public or private vantage location. The extent to which the proposed Mixed Use Project would detract from the limited views in the area is negligible. No physical changes are proposed for the Add Areas. Therefore, Project impacts on views would be less than significant.

(2) Recommended Mitigation Measures

The following mitigation measures are proposed to further reduce the Mixed Use Project's less than significant impacts on visual qualities.

Mitigation Measure B-1 The Applicant of the Mixed Use Project shall ensure, through appropriate postings and daily visual inspections, that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways, and that any such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period.

Mitigation Measure B-2 Building façades facing public streets shall be designed to enhance the pedestrian experience and connectivity with adjacent uses.

Mitigation Measure B-3 New utilities shall be constructed underground, to the extent feasible.

Mitigation Measure B-4 Exterior signage for the proposed buildings shall be compatible with the design of the proposed building.

Mitigation Measure B-5 All new or replacement street trees shall be selected for consistency with the existing street trees or in accordance with a street tree master plan reviewed and approved by the Department of Public Works Street Tree Division.

Mitigation Measure B-6 All mechanical, electrical and rooftop equipment shall be screened from view from adjacent surface streets.

Mitigation Measure B-7 Landscaping and/or vegetation features shall be incorporated into the design of the site of the Mixed Use Project.

Mitigation Measure B-8 All exterior lighting shall be directed on-site or shielded to limit light spillover effects.

(3) Unavoidable Adverse Impacts

Design features incorporated into the Mixed Use Project, including, but not limited to, landscaping, architectural articulation, and pedestrian amenities, together with the recommended mitigation measures, would further reduce the Mixed Use Project's less than significant impacts on visual resources. As no physical changes are proposed to occur within the Add Areas, less than significant impacts on visual resources would occur.

(4) Cumulative Impacts

There are no projects planned or under construction in the immediate vicinity of the Project Site and thus there are no projects that would alter the visual environment in the area immediately surrounding the Project Site. Related projects requiring discretionary actions would adhere to existing General Plan and Community Plan design guidelines. Ultimately, cumulative projects and ambient background growth would upgrade the visual character of the Project area. It is concluded that no significant cumulative impacts upon visual quality or views would occur.

c. Traffic, Circulation and Parking

(1) Environmental Impacts

Development of the proposed Mixed Use Project would generate a net increase of 124 and 129 trips during the morning and afternoon peak-hour periods, respectively. These trip-generation forecasts reflect the removal of the existing on-site uses. Development of the proposed Mixed Use Project would result in significant impacts at 2 of the 11 study intersections during the afternoon peak hour under cumulative plus Mixed Use Project conditions. The locations of the two significantly impacted intersections are as follows:

- Glencoe Avenue and Washington Boulevard; and
- Lincoln Boulevard and Maxella Avenue.

Impacts on traffic attributable to the proposed Mixed Use Project would be less than significant at the other nine intersections analyzed.

Analysis of the Mixed Use Project driveway on Maxella Avenue indicates that it would operate at LOS C or better during the morning and afternoon peak hour under cumulative plus

Mixed Use Project conditions. Based on the proposed Mixed Use Project's traffic assignment, approximately 65 daily trips are estimated to travel along Maxella Avenue east of Glencoe Avenue. Using the neighborhood street impact criteria, the increase in daily traffic attributable to the Mixed Use Project would not exceed the impact criteria.

The Mixed Use Project would only increase public transit ridership by six trips in the afternoon peak hour. The seven bus lines provided within the Project area would provide adequate transit service to the Mixed Use Project. In addition, the Mixed Use Project is not expected to add 50 or more new trips per hour to a CMP arterial monitoring intersection, nor would the Mixed Use Project add 150 or more new trips per hour to the nearest mainline freeway monitoring location in either direction. Trips during the Mixed Use Project's construction stage would be considerably less than the approximately 1,250 daily trips that are currently being generated by the existing on-site uses.

Impacts attributable to the Mixed Use Project on traffic conditions during Project construction, Project access, local neighborhood streets, the provision of transit services in the Project area, and implementation of the Los Angeles County Congestion Management Plan (CMP) would be less than significant.

The Mixed Use Project proposes to supply a total of 691 parking spaces to accommodate the anticipated number of residents, guests, employees, and patrons. The Mixed Use Project's parking demand is forecasted to be less than the proposed on-site supply of 691 spaces. This amount of parking exceeds applicable Los Angeles Municipal Code (LAMC) requirements. As the Mixed Use Project's proposed parking supply exceeds both the LAMC requirements and the Mixed Use Project's parking demand, Mixed Use Project parking impacts would be less than significant.

The proposed lot line adjustment that would relocate the hotel access driveway to the eastern boundary of the Mixed Use Project site would result in a less than significant traffic impact as the proposed driveway relocation would not change the number of existing access points occurring along Maxella Avenue and would not have an adverse impact on traffic circulation patterns in the area.

As no physical changes would occur within the Add Areas, no traffic impacts would occur.

(2) Recommended Mitigation Measures

Mitigation measures have been identified to alleviate the impacts of the proposed Mixed Use Project at the two significantly impacted intersections. Mitigation measures are summarized as follows:

Mitigation Measure C-1 Intersection No. 3: Glencoe Avenue and Washington Boulevard – Restripe the westbound approach to provide an additional left-turn lane. This would require the removal of six on-street metered parking spaces on the east leg of Washington Boulevard on the south side of the curb.

Mitigation Measure C-2 Intersection No. 5: Lincoln Boulevard and Maxella Avenue – Widening the east leg of Maxella Avenue would be required to mitigate the impact of the Mixed Use Project at this location. This would require right-of-way acquisition from the gas station located on the southeast corner of the intersection to provide an additional lane on the westbound approach. It is uncertain that the gas station would agree to right-of-way acquisition. Therefore, it is conservatively concluded that this mitigation would not be available for implementation. Thus, no physical or operational mitigation measure is feasible at this intersection.

(3) Unavoidable Adverse Impacts

Due to the uncertainty regarding the implementation of the identified mitigation measure at the Lincoln Boulevard and Maxella Avenue intersection, it is conservatively concluded that development of the Mixed Use Project would result in a significant impact at this intersection. Implementation of the mitigation measure proposed for the intersection of Glencoe Avenue and Washington Boulevard would result in the loss of six on-street metered parking spaces on the east leg of Washington Boulevard on the south side of the curb. A recent parking survey was conducted of the on-street metered parking spaces that are proposed to be removed and the surface parking lot that serves the retail shops adjacent to the metered parking spaces. Based on the data collected, the metered parking spaces proposed to be removed are minimally utilized throughout the day as the surface parking lot adequately serves the retail shops. Thus, the removal of the six on-street metered parking spaces would have a negligible and less than significant impact on parking along Washington Boulevard.

(4) Cumulative Impacts

All of the identified related projects have been considered for the purpose of assessing cumulative traffic impacts. Year 2008 with Cumulative Base conditions demonstrate that cumulative development would result in four intersections operating at LOS E or F during the

morning peak hour, while six intersections are also expected to operate at unacceptable Levels of Service during the afternoon peak hour. Since no guarantee exists that mitigation measures would be implemented with the identified related projects, it is conservatively concluded that cumulative development would yield a significant cumulative traffic impact on intersection operations. However, it is anticipated that related projects contributing to cumulative growth would be required, on an individual basis, to mitigate any significant traffic impacts to less than significant levels, to the extent possible.

d. Air Quality

(1) Environmental Impacts

The analysis of air quality impacts addresses both construction and operational period impacts.

Construction Impacts

Construction of the Mixed Use Project would include the demolition of existing structures, construction of building foundations, and, lastly, building construction. Construction would include the excavation and exportation of approximately 100,000 cubic yards of earth for the development of the Mixed Use Project's subterranean parking facility. Construction of the proposed Mixed Use Project would be expected to occur over a 25-month timeframe and would begin in January 2006. In addition, there may be overlapping construction phases.

The total amount of construction, the duration of construction and the intensity of construction activity associated with the development of the Mixed Use Project could have a substantial effect upon the amount of construction emissions, concentrations and the resulting impacts occurring at any one time. As such, the emissions forecasts provided reflect a specific set of conservative assumptions based on the expected construction scenario wherein a relatively large amount of construction is occurring in a relatively intensive manner. Construction-related daily emissions, attributable to the development of the proposed Mixed Use Project, would not exceed SCAQMD significance thresholds for CO, PM_{10}, or SO_X. However, construction-related daily emissions would exceed SCAQMD significance thresholds for ROC and NO_X. Thus, construction emissions attributable to the development of the proposed Mixed Use Project would result in a significant regional air quality impact. Whereas regional construction emissions are significant, localized emissions during construction of the proposed Mixed Use Project would not exceed the SCAQMD's daily significance thresholds for NO_2, PM_{10}, or CO. Therefore, potential impacts to localized air quality during construction would be less than significant.

The greatest potential for toxic air contaminant (TAC) emissions during construction of the Mixed Use Project would be related to diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. Given the Mixed Use Project's construction schedule of 25 months and that construction activity would emit a maximum of 3 pounds per day of diesel particulate emissions, the proposed Mixed Use Project would not result in a long-term (i.e., 70 years) substantial source of TAC emissions. As such, potential impacts related to TAC emissions during construction would be less than significant.

As no physical changes would occur within the Add Areas, no construction air quality impacts would occur.

Operational Impacts

Regional air pollutant emissions associated with operations of the proposed Mixed Use Project would be generated by the consumption of electricity and natural gas and by the operation of on-road vehicles. Regional emissions resulting from the proposed Mixed Use Project would not exceed regional SCAQMD thresholds for ROC, NO_X, SO_X, CO, or PM_{10}. Therefore, impacts associated with these pollutants would be less than significant.

Within an urban setting, vehicle exhaust is the primary source of CO. Consequently, the highest CO concentrations are generally found within close proximity to congested intersection locations. Traffic, during the operational phase of the proposed Mixed Use Project, would have the potential to create local area CO impacts. Based on the analysis of CO impacts, the proposed Mixed Use Project would not have a significant impact upon 1-hour or 8-hour local CO concentrations. As the proposed Mixed Use Project does not cause an exceedance of an ambient air quality standard, the localized operational air quality impacts attributable to the Mixed Use Project would therefore be less than significant.

The primary source of potential air toxics associated with proposed operations of the Mixed Use Project would be diesel particulates from delivery trucks (e.g., truck traffic on local streets and on-site truck idling). Potential localized air toxic impacts from on-site sources of diesel particulate emissions would be minimal since only a limited number of heavy-duty trucks would access the Project Site and the trucks that do visit the site would not idle on the Project Site for extended periods of time. Based on the limited activity of the toxic air contaminant sources, potential air toxic impacts attributable to the Mixed Use Project would be less than significant.

Overall, the proposed Mixed Use Project is found to be consistent with the SCAQMD's AQMP, as the proposed Mixed Use Project would not cause or worsen an exceedance of an ambient air quality standard, would not delay the attainment of an air quality standard, is

consistent with the AQMP's growth projections, implements all feasible air quality mitigation measures, and would be consistent with the AQMP's land use policies.

The proposed Mixed Use Project would reduce vehicle trips and vehicle miles traveled through site selection and smart growth development practices. In addition, development of the Mixed Use Project at the proposed site offers the opportunity to utilize existing infrastructure to support growth in the Project area. It is well served by bus transit and bicycle paths, and has the opportunity to encourage pedestrian activities in this area. The proposed Project would serve to implement a number of City, SCAG, and SCAQMD air quality policies related to regional land use planning. Therefore, no significant impacts would occur as a result of development of the Mixed Use Project with respect to consistency with applicable air quality policies.

As no physical changes would occur within the Add Areas, no operational air quality impacts would occur.

(2) Recommended Mitigation Measures

The following mitigation measures apply to the development of the proposed Mixed Use Project.

Construction

Mitigation Measure D-1 All land clearing/earth-moving activity areas shall be watered to control dust as necessary to remain visibly moist during active operations.

Mitigation Measure D-2 Water three times daily or non-toxic soil stabilizers shall be applied, according to manufacturers' specifications, as needed to reduce off-site transport of fugitive dust from all unpaved staging areas and unpaved road surfaces.

Mitigation Measure D-3 Streets shall be swept as needed during construction, but not more frequently than hourly, if visible soil material has been carried onto adjacent public paved roads.

Mitigation Measure D-4 Construction equipment shall be visually inspected prior to leaving the site and loose dirt shall be washed off with wheel washers as necessary.

Mitigation Measure D-5 Traffic speeds on all unpaved roads shall not exceed 15 MPH.

Mitigation Measure D-6 All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.

Mitigation Measure D-7 General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues will have their engines turned off when not in use, to reduce vehicle emissions. Construction activities should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

Mitigation Measure D-8 To the extent possible, petroleum powered construction equipment shall utilize electricity from power poles rather than temporary diesel power generators and/or gasoline power generators.

Mitigation Measure D-9 On-site mobile construction equipment shall be powered by alternative fuel sources (i.e., methanol, natural gas, propane or butane) as feasible.

Operations

Proposed operations associated with the proposed Mixed Use Project would not result in any significant impacts to air quality; therefore, no mitigation measures are recommended or required.

(3) Unavoidable Adverse Impacts

Construction

The mitigation measures identified above would serve to reduce ROC emissions during construction of the proposed Mixed Use Project to a level that is less than significant. Nonetheless, construction of the proposed Mixed Use Project would still result in regional NO_X emissions that exceed the SCAQMD regional daily significance threshold. Therefore, construction of the proposed Mixed Use Project would result in a significant and unavoidable impact on regional air quality. Localized emissions during construction of the proposed Mixed Use Project would not exceed the SCAQMD's daily significance thresholds for NO_2, PM_{10}, or CO. As such, potential impacts to localized air quality during construction of the proposed Mixed Use Project would be less than significant. In addition, potential impacts related to TAC emissions during construction of the proposed Mixed Use Project are also concluded to be less

than significant. As no physical changes would occur within the Add Areas, no construction air quality impacts would occur.

Operations

Operational emissions attributable to the proposed Mixed Use Project would not exceed the SCAQMD's significance threshold for ROC, NO_X, CO, PM_{10}, or SO_X, and, as such, potential impacts to regional air quality would be less than significant. In addition, development of the proposed Mixed Use Project would result in less than significant impacts on local CO concentrations, releases of TAC emissions, and consistency with the SCAQMD's AQMP and the City's General Plan. As no physical changes would occur within the Add Areas, no operational air quality impacts would occur.

(4) Cumulative Impacts

Construction

There are 23 related projects identified within the proposed Project study area. Since the Applicant has no control over the timing or sequencing of the related projects, any quantitative analysis to ascertain daily construction emissions that assumes multiple, concurrent construction projects would be speculative.

With respect to the construction-period air quality emissions attributable to the proposed Mixed Use Project and cumulative Basin-wide conditions, the proposed Mixed Use Project would comply with SCAQMD Rule 403 and, in doing so, would implement all feasible mitigation measures. In addition, the proposed Mixed Use Project would comply with adopted AQMP emissions control measures. Per SCAQMD rules and mandates and the CEQA requirement that significant impacts be mitigated to the extent feasible, it is assumed that these same requirements would also be imposed on construction projects Basin-wide, which would include each of the 23 related projects. With respect to TAC emissions during construction, none of the related projects are in the immediate vicinity of the Project Site (i.e., within 500 feet), and given that construction activities for the Mixed Use Project are scheduled to occur for 25 months and on-site construction equipment would emit a maximum of 3 pounds per day of diesel particulate matter, TAC emissions during construction of the proposed Mixed Use Project would not be cumulatively considerable. All of the related projects that have the potential to emit notable quantities of TACs would be regulated by the SCAQMD such that TAC emissions would be negligible. Thus, TAC emissions from the related projects are anticipated to be less than significant unto themselves, as well as cumulatively in conjunction with the proposed Project.

In conclusion, the proposed Project's overall contribution to regional air quality degradation during construction of the proposed Mixed Use Project would be cumulatively significant, as the Basin is non-attainment for O_3 and PM_{10}, and the proposed Mixed Use Project would result in regional construction-period NO_X and ROC emissions (O_3 precursors) that exceed the SCAQMD daily significance threshold.

Operation

The analysis of cumulative air quality operational impacts focuses on determining whether the proposed Mixed Use Project is consistent with forecasted future regional growth. Therefore, if all cumulative projects are individually consistent with the growth assumptions upon which the SCAQMD's AQMP is based, then future development would not impede the attainment of ambient air quality standards and a significant cumulative air quality impact would not occur.

A project would have a significant cumulative air quality impact if the ratio of daily project-related employee or population vehicle miles traveled to daily countywide vehicle miles traveled exceeds the ratio of daily project-related employees or population to daily countywide employees. The daily Mixed Use Project to countywide VMT ratios are not greater than the Mixed Use Project to countywide employee and population ratios. Based on these criteria, development of the proposed Mixed Use Project would have a less than significant cumulative operational air quality impact. In addition, a localized CO impact analysis was conducted for cumulative traffic (i.e., related projects and ambient growth through 2007) in which no local CO violations would occur at any of the studied intersections. Therefore, the proposed Project would have a less than significant cumulative impact on localized air quality.

With respect to TAC emissions, neither the proposed Project nor any of the 23 related projects (which are largely residential, restaurant and retail/commercial developments) would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing and transportation hub facilities. However, the proposed Mixed Use Project and each of the 23 related projects would likely generate minimal TAC emissions related to the use of consumer products, landscape maintenance activities, etc. As such, cumulative TAC emissions during long-term operations would be less than significant.

e. Noise

(1) Environmental Impacts

Construction Noise

Noise disturbances in those areas located adjacent to the Project Site can be expected during construction. As with most construction projects, construction of the proposed Mixed Use Project would require the use of a number of pieces of heavy-duty construction equipment, such as bulldozers, backhoes, cranes, loaders, and concrete mixers. In addition, both heavy- and light-duty trucks would be required to deliver construction materials to and export construction debris from the site of the Mixed Use Project.

Construction-period noise levels attributable to the proposed Mixed Use Project would be as high as 86 dBA or more along the Marriott Hotel property line. Construction noise attributable to the proposed Mixed Use Project would exceed the ambient noise level at the Marriott Hotel property by as much as 27.9 dBA during periods of intense construction activity. However, at more distant locations, such as the residential uses located west of Lincoln Boulevard, the residential uses located east of Glencoe Avenue, and at the Daniel Freeman Marina Hospital, noise impacts during construction of the proposed Mixed Use Project would be substantially less (i.e., 3.6 dBA maximum noise level increase). Nevertheless, since the construction-related noise level increase would exceed the 5-dBA significance criterion at the Marriott Hotel property, impacts during construction of the proposed Mixed Use Project would be significant.

As no physical changes would occur within the Add Areas, no construction noise impacts would occur.

Operation Noise (Post-Construction)

(a) Off-Site Locations

(i) Roadway Noise

The proposed Mixed Use Project is expected to generate a maximum of 1,290 net daily trips. The largest traffic noise impact, attributable to the proposed Mixed Use Project, is anticipated to occur along the segment of Maxella Avenue between Lincoln Boulevard and Glencoe Avenue. Traffic attributable to the proposed Mixed Use Project would add 0.3 dBA CNEL to this roadway segment, while related project plus ambient growth traffic volumes are expected to add an additional 0.3 dBA CNEL to this roadway segment, for a combined total

noise level increase of 0.6 dBA CNEL. The largest overall roadway noise impact attributable to the proposed Mixed Use Project is anticipated to occur along the segment of Lincoln Boulevard between the Marina Freeway and Mindanao Way, where cumulative traffic increases (i.e., Mixed Use Project, related projects, and ambient growth traffic volumes) would add 1.7 dBA CNEL to this roadway segment. As the incremental increases in noise levels at all other analyzed locations are less than 1.7 dBA CNEL and these noise level increases are less than 3 dBA CNEL significance threshold, roadway noise impacts attributable to the proposed Mixed Use Project would be less than significant. The proposed relocation of the hotel access driveway is anticipated to result in a less than significant noise impact as the noise levels associated with this facility are such that they would be attenuated to less than ambient noise levels at the nearest sensitive receptor. Thus, roadway noise impacts attributable to this aspect of the proposed Project would be reduced to less than significant levels.

(ii) Stationary Noise

Design features incorporated into the proposed Mixed Use Project would ensure that rooftop equipment noise levels would comply with City of Los Angeles Noise Ordinance requirements, for both daytime (50 dBA) and nighttime (40 dBA) operation. In addition, implementation of design features incorporated into the proposed Mixed Use Project would ensure that any noise level increase remains below the 5-dBA significance threshold. As such, stationary-source noise impacts would be less than significant.

The proposed Mixed Use Project may include an outdoor pool. The pool and spa area would serve as a potential noise source for nearby sensitive receivers. Although the pool and spa area would serve as a noise source, sensitive receivers surrounding the Project area would not be exposed to adverse noise levels due to the shielding provided by the buildings surrounding the pool area. Therefore, pool operations within the new residential building and associated commercial area would not result in a substantial increase in ambient noise levels. Potential impacts would be less than significant.

Each of the proposed 310 condominium units within the proposed Mixed Use Project would have its own balcony, which would be a potential source for noise related to small outdoor gatherings. Most of the time, these balconies would remain vacant. Nevertheless, noise events related to these personal residence balconies would be infrequent and temporary, and compliance with the homeowner's association covenants, conditions and restrictions (CC&Rs)[5] and the

[5] *CC&Rs are the governing documents that dictate how the homeowners association operates and what rules the owners, and their tenants and guests, must obey. These legal documents might also be called the bylaws, the master deed, the houses rules, or another name. These documents and rules are legally enforceable by the homeowners association, unless a specific provision conflicts with federal, state or local laws.*

City's Noise Ordinance would ensure that potential impacts attributable to the proposed Mixed Use Project remain less than significant.

Parking demand associated with the proposed Mixed Use Project would be met through a combination of subterranean and surface lot parking, with ingress/egress facilitated by a driveway that would connect to Maxella Avenue. For the most part, noise events that occur from within the subterranean parking areas would be inaudible outside such areas; and noise levels that emanate from surface lot activities would be similar to noise that currently emanates from the existing surface parking areas that would be displaced by the proposed Mixed Use Project. As a result, potential noise impacts that may result due to the parking and vehicle circulation areas associated with the proposed Mixed Use Project would be less than significant.

All refuse collection areas associated with the proposed Mixed Use Project would be fully enclosed and/or shielded from noise-sensitive uses with 6-foot masonry block walls. As such, noise from refuse-related activities, such as truck movements/idling and unloading operations, would not have the potential to adversely impact adjacent land uses during long-term operations of the proposed Mixed Use Project. Potential impacts would be less than significant.

With respect to land use compatibility, as represented by the CNEL descriptor, an evaluation of community noise from all sources (i.e., composite noise level) associated with the proposed Mixed Use Project was conducted to conservatively ascertain contributions of the proposed Mixed Use Project to the CNEL at neighboring properties. For purposes of calculating the composite noise level, all noise events (i.e., noise from roadway traffic volumes, miscellaneous equipment, courtyard/swimming pool areas, parking/vehicle circulation areas, and refuse collection areas) were based on the temporal nature of each activity over a 24-hour period. Based on this analysis, the largest composite noise impact attributable to the proposed Mixed Use Project would be 0.8 dBA CNEL at the Marriott Hotel property line, where the CNEL could potentially increase from 56.7 dBA to 57.5 dBA. The CNEL increase at all other receiver locations would increase by less than 0.1 dBA. As such, these noise level increases are less than the 3-dBA CNEL significance threshold. Potential impacts attributable to the proposed Mixed Use Project would be less than significant. In addition, composite noise impacts were evaluated with respect to average daytime and nighttime L_{eq} (1-hour) noise levels. Based on this analysis, the worst-case composite noise impact attributable to the proposed Mixed Use Project would be 0.8 dBA L_{eq} (1-hour) at the Marriott Hotel property line, where the nighttime L_{eq} (1-hour) could potentially increase from 55.0 dBA to 55.8 dBA. The composite increase in nighttime or daytime average L_{eq} (1-hour) at all other receiver locations would be 0.3 dBA or less. Potential impacts attributable to the proposed Mixed Use Project would be less than significant.

(b) On-Site Locations

The analysis of noise levels at on-site locations focuses on the potential for the future residents of the proposed Mixed Use Project to be exposed to noise levels that exceed established City standards. The predominant noise source at the Project Site now, and in the future, is roadway noise from the Marina Freeway (State Route 90), Lincoln Boulevard and Maxella Avenue. Based on the future noise level estimate of between 64.4 and approximately 70 dBA CNEL on, and in proximity to, the proposed Mixed Use Project, noise levels along the Mixed Use Project's Marina Freeway and Lincoln Boulevard frontages may exceed the City-recommended noise standard (i.e., 65 dBA CNEL) for the siting of multi-family residential dwelling units. As such, on-site CNEL impacts of the proposed Mixed Use Project could be potentially significant without the incorporation of mitigation measures.

As no physical changes would occur within the Add Areas, no operational noise impacts would occur.

(2) Recommended Mitigation Measures

Construction

As noise associated with on-site construction of the proposed Mixed Use Project would have the potential to result in a significant impact, the following measure is prescribed to minimize construction-related noise impacts:

Mitigation Measure E-1: An eight-foot-high temporary sound barrier (e.g., solid wood fence) shall be erected between the property line of the proposed Mixed Use Project and the Marriott Hotel property; and an acoustical lining shall be affixed to the exterior scaffolding apparatus such that, to the greatest extent feasible, the line of site between the Marriott Hotel property and the site of the Mixed Use Project's construction activity is blocked.

Operation

Mitigation Measure E-2: All exterior walls and floor-ceiling assemblies within the proposed Mixed Use Project (unless within a residential unit) that face Lincoln Boulevard or the Marina Freeway shall be constructed with double-paned glass or an equivalent and in a manner to provide an airborne sound insulation system achieving a Sound Transmission Class of 50 (45 if field tested) as defined in the UBC Standard No. 35-1, 1982 edition. Advisory Agency sign-off shall be required prior to the issuance of a building permit for the proposed Mixed Use Project. The Applicant, as an alternative, may retain

an engineer registered in the State of California with expertise in acoustical engineering, who shall submit a signed report for an alternative means of sound insulation satisfactory to the Advisory Agency which achieves a maximum interior noise of CNEL 45 (residential standard).

(3) Unavoidable Adverse Impacts

Construction

The 8-foot temporary sound barrier and acoustic linings prescribed in Mitigation Measure E-1 can achieve barrier insertion losses of approximately 6 dBA and 15 dBA, respectively, or more in areas where the line of sight between construction noise sources and off-site receiver locations is interrupted. Assuming a minimum noise reduction of 6 dBA, the Mixed Use Project's worst-case construction-period L_{eq} would be reduced to approximately 80 dBA at areas along the adjoining property line with the Marriott Hotel property, which is still 21.9 dBA above the baseline ambient noise level. Average L_{eq} noise levels during construction of the proposed Mixed Use Project within the Marriott Hotel property would continue to exceed the ambient noise level by more than the 5-dBA significance criterion. As such, this impact is concluded to be significant and unavoidable. As no physical changes would occur within the Add Areas, no construction noise impacts would occur.

Operation

Development of the proposed Mixed Use Project would result in less than significant off-site noise impacts during long-term Project operations. With the addition of Mitigation Measure E-2, interior noise levels within each residential dwelling unit within the proposed Mixed Use Project would meet adopted City standards. As such, potential impacts with respect to community noise levels would be less than significant. As no physical changes would occur within the Add Areas, no operational noise impacts would occur.

(4) Cumulative Impacts

All of the identified related projects have been considered for the purposes of assessing cumulative noise impacts. The potential for noise impacts to occur are specific to the location of each related project as well as the cumulative traffic on the surrounding roadway network.

Construction

There are 23 related projects located within the proposed Project vicinity that have a potential to produce construction noise impacts. Since the timing of construction activities for

these related projects cannot be defined, any quantitative analysis that assumes multiple, concurrent construction projects would be speculative. Construction-period noise for the proposed Project and each of the 23 related projects (that have not already been built) would be localized. In addition, it is likely that each of the related projects would have to comply with the local noise ordinance, as well as mitigation measures that may be prescribed pursuant to CEQA provisions that require significant impacts to be reduced to the extent feasible.

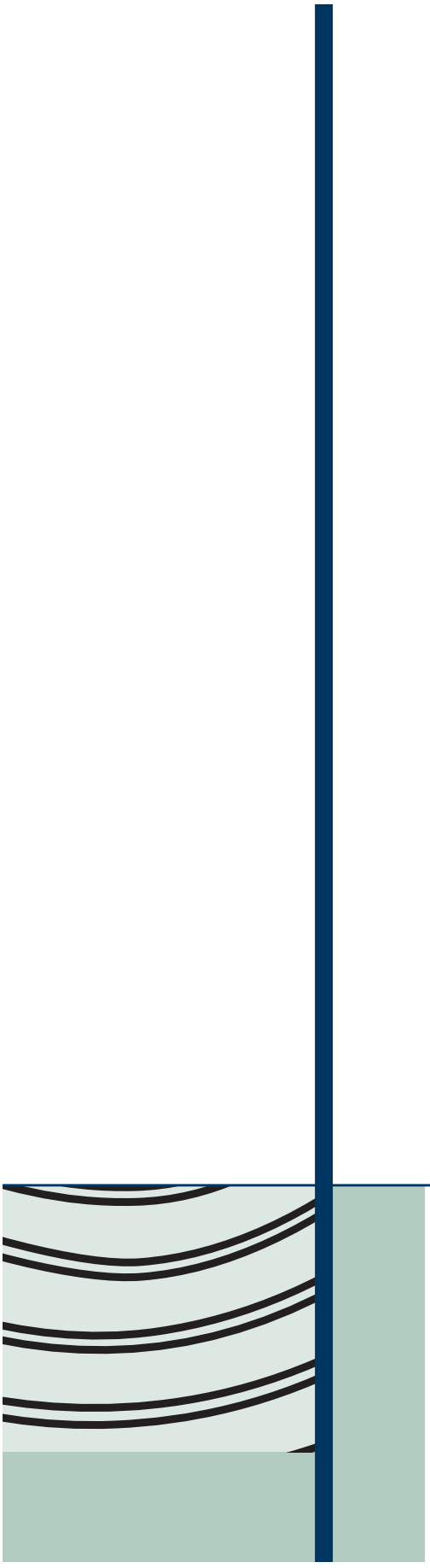
The nearest related projects to the proposed Project include multi-family residential projects along Glencoe Avenue. If these projects were to be constructed concurrently, areas east of the proposed site of the Mixed Use Project may experience construction-noise levels well above ambient noise levels. Although the proposed Project would not result in significant impacts at any of residential uses that are located along Glencoe Avenue, it is assumed that in combination with these related projects, it is conservatively concluded that a cumulative significant construction-period noise impact at these residential receiver locations could occur.

Operation

Each of the 23 related projects that have been identified within the general Project vicinity would generate stationary-source and mobile-source noise due to ongoing day-to-day operations. The related projects are of a residential, retail, commercial, or institutional nature and these uses are not typically associated with excessive exterior noise; however, each project would produce traffic volumes that are capable of generating a roadway noise impact.

Traffic and composite cumulative noise levels would result in a maximum increase of 1.7 dBA CNEL. This noise level increase is well below the 3-dBA CNEL significance threshold. As such, roadway noise and composite noise impacts due to cumulative traffic volumes and Project operations would be less than significant.

Due to Los Angeles Municipal Code provisions that limit stationary-source noise from items such as roof-top mechanical equipment and emergency generators, noise levels would be less than significant at the property line for each related project. It is unlikely that on-site noise produced by any related project would be additive to noise levels, attributable to the proposed Mixed Use Project, due to the distance between the site of the Mixed Use Project and these related projects. As such, stationary-source noise impacts attributable to cumulative development would be less than significant.



II. Project Description

II. PROJECT DESCRIPTION

A. LOCATION AND BOUNDARIES

The proposed Project consists of two components; the development of a mixed use project consisting of residential and retail uses (the "Mixed Use Project"), and two parcels for which the City is initiating a Community Plan Amendment and Zone Change in order to create land use designations that are consistent with existing uses on and around the subject parcels (the "Add Areas"). The land areas that comprise the Mixed Use Project and the Add Areas are collectively referred to as the "Project Site". The Project Site is located within the boundaries of the Palms Mar Vista Del Rey Community Plan of the City of Los Angeles, the California Coastal Zone and the City of Los Angeles Coastal Transportation Corridor Specific Plan.

The Project Site consists of a total of 9.32 acres. Of this total, the Mixed Use Project would occupy 4.04 acres, while the Add Areas would comprise the remaining 5.28 acres.

The proposed Mixed Use Project consists of 310 residential units and 9,000 square feet of retail floor area. The site proposed for the Mixed Use Project is currently occupied by five individual structures with the following addresses: 13470 and 13490 Maxella Avenue; and 4350, 4356, and 4358 Lincoln Boulevard. Located on the western edge of the Community Plan area, the site of the Mixed Use Project is bounded by Lincoln Boulevard (State Route 1/Pacific Coast Highway) to the east, the Marina Freeway (State Route 90) to the south, and Maxella Avenue to the north. The Mixed Use Project is proposed to be developed within the westernmost portion of the 24-acre Villa Marina shopping center. As such, the Mixed Use Project is bounded on the east by the portion of the Villa Marina shopping center that is not proposed for development as part of the proposed Mixed Use Project.

The two parcels that comprise the Add Areas are currently occupied by two structures; a Marriott Hotel located at 13480 Maxella Avenue and a Union 76 Gas Station located at 4300 and 4308 Lincoln Boulevard. The Add Areas are located at the northwest corner (i.e., the gas station) and south (i.e., the Marriott Hotel) of the Mixed Use Project. The Add Area occupied by the Marriott Hotel is 4.76 acres in size, while the Add Area occupied by the Union 76 Gas Station is 0.52 acres in size. To promote a consistent pattern of land use designations on and around the Project Site, the City is initiating a Community Plan Amendment and Zone Change for the Add Areas. No physical development is proposed as part of this Project within the two Add Areas.

Situated approximately 0.2 miles east of Los Angeles County's Marina del Rey Small Craft Harbor, the Project Site is located approximately 16 feet above mean sea level.[6] Residential uses are located to the west of the site, across Lincoln Boulevard and consist of high-density, multi-family dwelling units that are situated north and south of the western terminus of Maxella Avenue. Commercial shopping center uses are located north and east of the Project Site. Multi-family housing is located approximately 950 feet east of the Project Site on the east side of Glencoe Avenue. South of the Project Site, across the Marina Freeway, is an automotive dealership. Please refer to Figure 1 on page 37 for a regional and site vicinity map and Figure 2 on page 38 for an aerial view of the site of the Mixed Use Project, the Add Areas and the surrounding area.

B. BACKGROUND AND EXISTING CONDITIONS

Subsequent to the close of the NOP comment period, the Applicant of the proposed Mixed Use Project modified the site plan from that shown in the NOP. Specifically, the NOP showed the Mixed Use Project as consisting of two development areas separated by the existing access driveway for the Marriott Hotel. Under the current design, the existing access driveway is proposed to be relocated easterly to align with the eastern boundary of the proposed site for the Mixed Use Project. The Applicant of the Mixed Use Project is proposing to implement this change via a lot line adjustment. The site of the Mixed Use Project is currently occupied by five individual structures. Two of the structures front Maxella Avenue and consist of a local Thai restaurant and a vacant building. The other three structures front Lincoln Boulevard and include a Kinko's, a Marie Callender's Restaurant, and a Carl's Jr. fast food restaurant. The existing structures total 30,000 square feet of retail and restaurant space. Most of the restaurant uses operate primarily for lunch and dinner hours; however, Carl's Jr. has extended evening hours (until midnight) and Kinko's is a 24-hour per day operation. The Add Areas are occupied by two structures, a Marriott Hotel and a Union 76 Gas Station.

Development of the Project Site would be directed by the goals and guidelines established by the Palms-Mar Vista-Del Rey Community Plan and the Coastal Transportation Corridor Specific Plan. According to the Community Plan, the Project Site is designated for limited manufacturing use, and is zoned Limited Industrial (M1-1L) under the Los Angeles Municipal Code (LAMC). The City's Coastal Transportation Corridor Specific Plan promotes coordinated and comprehensive transportation planning focused on reducing commuter trips, avoiding deterioration of Level of Service (LOS),[7] and providing a mechanism to fund specific transportation improvements. The Project Site is also located within the California Coastal Zone

[6] *SECOR, Phase II Investigation for Villa Marina Shopping Center Marina del Rey, California, September 29, 2004.*

[7] *LOS is defined in section 4.C, Traffic Circulation and Parking, of this Draft EIR.*

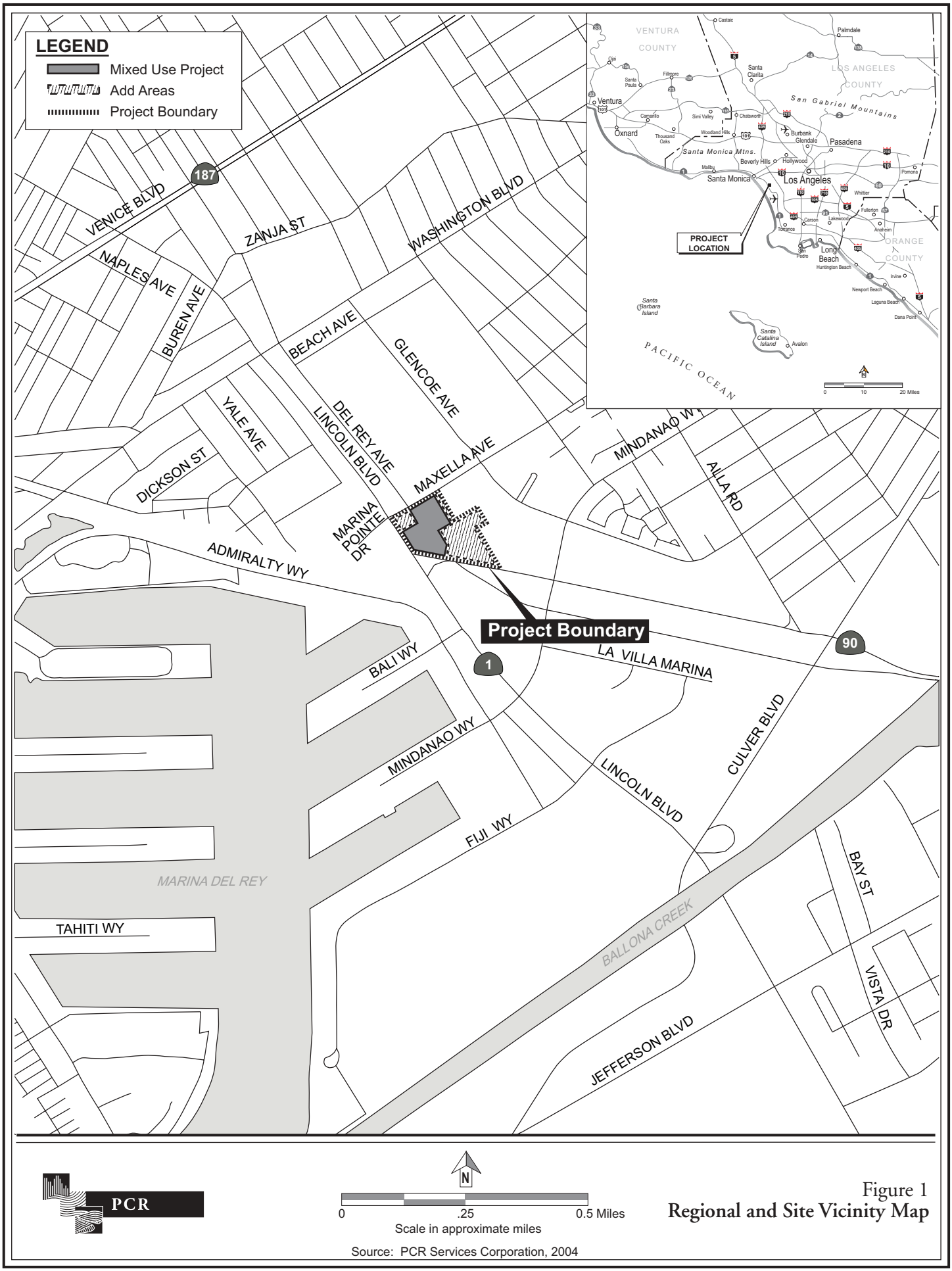


Figure 1
Regional and Site Vicinity Map

Source: PCR Services Corporation, 2004

PCR

Figure 2
Aerial View of Project Site and Surrounding Uses

Source: Landiscor, Photo Date October 2003

and is therefore subject to the requirements of the California Coastal Act, which requires that planning and development within the Coastal Zone be consistent and compatible with the unique characteristics of coastal resources.

C. STATEMENT OF PROJECT OBJECTIVES

Section 15124(b) of the California Environmental Quality Act (CEQA) Guidelines (14 Cal. Code Regs. 15000 et. seq.) states that the Project Description shall contain "a statement of the objectives sought by the proposed project." Section 15124(b) of the CEQA Guidelines further states that "the statement of objectives should include the underlying purpose of the project." Consistent with the Guidelines, this section of the Draft Environmental Impact Report (Draft EIR) states the objectives that the Applicant of the Mixed Use Project and the City relative to the Add Areas seeks to achieve.

The Applicant of the Mixed Use Project and the City have developed a series of specific objectives for the proposed Project. These objectives fall under three primary categories: (1) Development Objectives; (2) Design Objectives; and (3) Economic Objectives.

Development Objectives

- Provide residential and commercial spaces in an urban context that encourages pedestrian oriented and non-motorized transportation, recreational, and shopping opportunities.

- Provide new housing units within the Palms-Mar Vista-Del Rey Community without displacing existing housing.

- Transform the use of the existing parcels to optimize the provision of market-rate housing as well as affordable housing in response to projected population growth rates and demand for such housing, as identified in the Palms-Mar Vista-Del Rey Community Plan.

- Locate residential units near major transportation corridors and within close proximity to public transportation.

- Provide new housing units to help meet the market demand for housing in Southern California and, in particular, on Los Angeles' Westside.

Design Objectives

- Create a design for the proposed Mixed Use Project that fosters quality living, desired neighborhood services, and compatibility among on-site uses.

- Create a design for the proposed Mixed Use Project that serves the Palms-Mar Vista-Del Rey Community's residential and commercial marketplace.

- Design the interiors and exteriors of the proposed Mixed Use Project so that they promote quality individual and family living spaces that effectively connect with the surrounding urban and coastal environments.

- Design the commercial uses to be included within the proposed Mixed Use Project so as to reflect neighborhood and market needs.

- Design the landscape features to be included within the proposed Mixed Use Project in a manner that provides natural character and texture in an urban environment and enhances the visual character of the development, facilitates a sense of separation and privacy for Project residents, and provides an entryway for the Project's commercial uses.

Economic Objectives

- Maximize the value of the site of the proposed Mixed Use Project through the replacement of individual retail and commercial uses with housing and community-serving commercial development, consistent with anticipated market demands.

- Invest in the future of the Palms-Mar Vista-Del Rey Community by developing needed housing and community commercial uses on an underutilized parcel.

- Provide an opportunity for people of varying socio-economic backgrounds to own quality housing in a dynamic community.

The inclusion of the Add Areas as part of the Project meets the City's objective to establish a consistent pattern of land use designations by initiating Community Plan Amendments and Zone Changes in order to create land use designations that are consistent with existing uses on and around the subject parcels. Furthermore, the City of Los Angeles has adopted policies and objectives that relate directly to the implementation of the proposed Mixed Use Project. These policies and objectives are articulated in the Palms-Mar Vista-Del Rey Community Plan of the City of Los Angeles General Plan. The manner in which the Mixed Use Project aids in the achievement of these policies and objectives is discussed in more detail in

Section IV.G, Land Use, of this Draft EIR. Policies within the Community Plan that are relevant to the proposed Mixed Use Project include the following:

- Provide for adequate multi-family residential development;
- Locate higher residential densities near commercial centers and major bus routes where public service facilities and infrastructure will support this development;
- Promote greater individual choice in type, quality, price and location of housing;
- New commercial uses should be located in existing established commercial areas or shopping centers; and
- Promote mixed use projects along designated transit corridors and in appropriate commercial centers.

The Palms-Mar Vista-Del Rey Community Plan, in its Coastal Resources policies and objectives, addresses the protection of resources pursuant to the California Coastal Act. The Coastal Resources Section of the Community Plan includes the following relevant goal, objective and policy for the proposed Mixed Use Project:

- Preservation of the Scenic and Visual Qualities of Coastal areas; and
- The location and amount of new development should maintain and enhance public access to the coast.

The California Coastal Act has also established several basic goals to guide development within the Coastal Zone. California Coastal Act goals applicable to the Mixed Use Project and the Project Site include the following:

- The Coastal Commission shall encourage housing opportunities for persons of low and moderate income in the Coastal Zone;
- Protect, maintain, and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources;
- Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state; and

- Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

D. PROJECT CHARACTERISTICS

1. Mixed Use Project

Development of the proposed Mixed Use Project includes the demolition of existing structures and pavement; grading; and construction of a planned, landscaped residential community consisting of 310 condominium units in a proposed mix of 60 one-bedroom, 190 two-bedroom, and 60 three-bedroom units. Of these, 10 percent of the total units would be set aside as affordable housing. Figure 3, Figure 4 and Figure 5 on pages 43, 44, and 45, respectively, illustrate the conceptual site plan and elevations of the proposed Mixed Use Project. Architectural renderings of the proposed Mixed Use Project from public vantages along Maxella Avenue and Lincoln Boulevard are presented in Figure 6, Figure 7 and Figure 8 on pages 46, 47 and 48. As part of the Mixed Use Project, residents would be provided with several amenities including a community meeting room, a swimming pool and/or spa, and an exercise room. Additionally, the Mixed Use Project's commercial component would include 9,000 square feet of floor area that would be developed in two spaces consisting of 5,000 and 4,000 square feet, respectively, to be occupied by businesses such as a florist, café, and/or copying services, or similar businesses.

The Mixed Use Project would have frontages on both Maxella Avenue and Lincoln Boulevard. It is proposed to be approximately 45 to 70 feet in height, with a varying roofline that would articulate by as much as 25 feet. The proposed mixed use development would be 70 feet in height along the Lincoln Boulevard, Maxella Avenue and Marina Freeway frontages with the top floor stepped back along Maxella Avenue. Commercial uses are proposed in a ground floor setting fronting Maxella Avenue, with signage that would extend along both Maxella Avenue and Lincoln Boulevard. Parking for the residents and their guests and patrons and employees would be developed in a mix of one-level subterranean, second-level podium, and surface-level spaces, with a total capacity of up to 691 vehicles. Of these, 651 spaces would be reserved for the residents of the proposed Mixed Use Project, with the remaining 40 spaces set aside for the commercial and retail uses proposed to be developed as part of the proposed Mixed Use Project. Access to the site of the Mixed Use Project would be provided via a new driveway along Maxella Avenue.

The Applicant has requested a Lot Line Adjustment in order to relocate the existing hotel access driveway to the eastern edge of the site of the Mixed Use Project. Ingress and egress for the Mixed Use Project's residents, retail patrons and employees is proposed via this new hotel

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Scale not provided

Source: Carrier Johnson, 2004

Figure 3
Mixed Use Project
Conceptual Site Plan

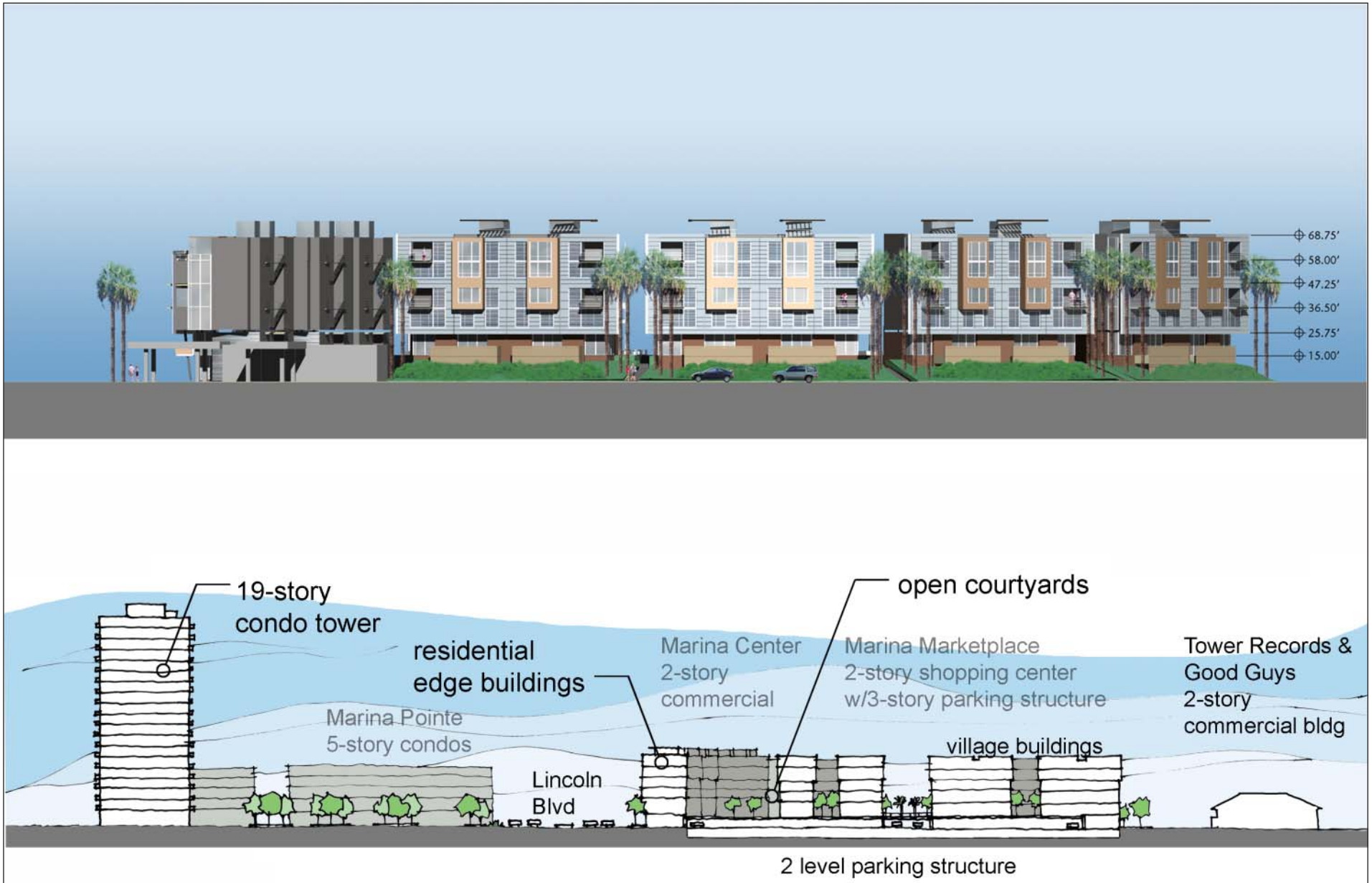

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Figure 4
Mixed Use Project
Conceptual Elevation--Lincoln Boulevard

Source: Carrier Johnson, 2004

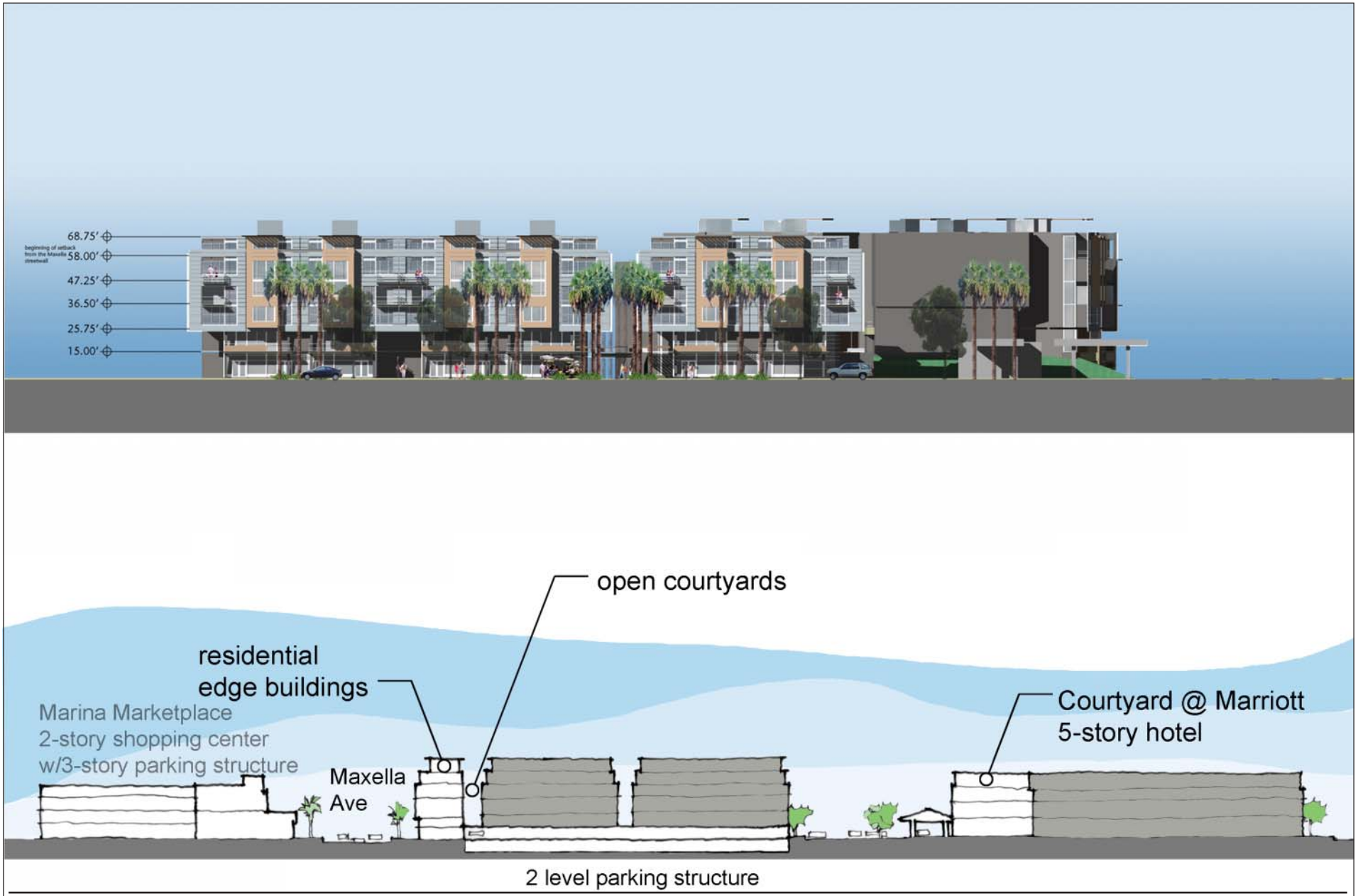

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Figure 5
Mixed Use Project
Conceptual Elevation--Maxella Avenue

Source: Carrier Johnson, 2004

PCR

Figure 6
Mixed Use Project
Rendering from Maxella Avenue
Looking West

Source: Carrier Johnson, 2004

PCR

Figure 7
Mixed Use Project
Rendering from Maxella Avenue
Looking Southeast

Source: Carrier Johnson, 2004

PCR

Figure 8
Mixed Use Project
Rendering from Lincoln Boulevard
Looking North

Source: Carrier Johnson, 2004

access driveway on Maxella Avenue. The Mixed Use Project would have easement rights allowing unrestricted use of the new hotel access driveway, where residents and their guests would have access into "resident only" parking via garage gates with an electronic permission feature. The existing driveway serving the retail site would be relocated easterly to the Tower Records parcel. Additionally, restricted access doors and gates shall further enhance resident security in conjunction with nighttime lighting.

The architectural character of the proposed Mixed Use Project shall be contemporary, with colors and details that complement its proximity to the ocean and the surrounding urban development. Lighting would be incorporated into the Mixed Use Project's design to add decorative highlights to the building façade. To further enhance the Mixed Use Project's aesthetics, landscaping would complement the new building while providing much needed greenery in an area currently landscaped with minimal parking lot greenery. The landscape program for the proposed Mixed Use Project would include exterior and interior landscaping. Exterior landscaping would incorporate parkways, planters, and street trees where planting materials would be consistent with vegetation used in the surrounding community and nearby open spaces. Interior landscaping would complement the contemporary design proposed for the Mixed Use Project and provide residents, visitors, and business patrons with aesthetically pleasing open spaces.

For construction of the Mixed Use Project, a single-phase development is proposed that would include demolition of existing structures, development of the foundation, and building construction. Construction of the Mixed Use Project would include the excavation and exportation of approximately 70,000 cubic yards of earth for development of the subterranean parking facility. Overall, the Mixed Use Project's construction is estimated to take 24 months from the beginning of demolition. As such, buildout of the proposed Mixed Use Project would occur in 2007.

2. Add Areas

The City has initiated the inclusion of the Add Areas as part of the Project to establish a consistent pattern of land use designations on and around the Project Site. No physical changes are proposed for the Add Areas at this time.

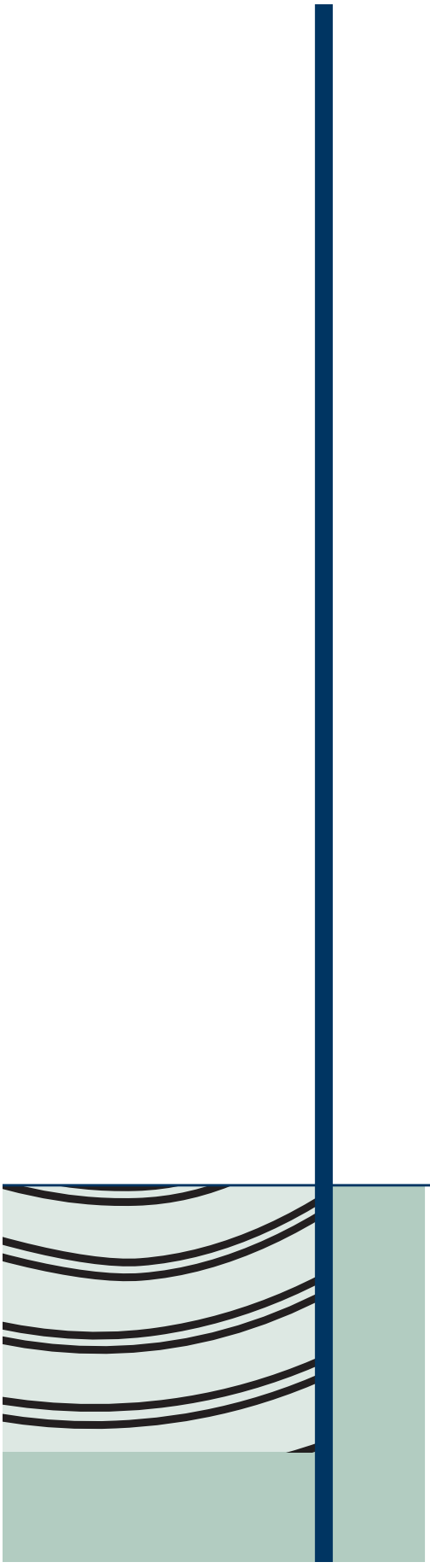
E. INTENDED USE OF THE EIR

This EIR is a Project EIR, as defined by Section 15161 of the CEQA Guidelines and serves as an informational document. Pursuant to CEQA Guidelines Section 15002, its purpose is to inform governmental decision makers and the public about the potential significant effects of the Project; to identify ways that environmentally significant damage can be avoided and

prevented by requiring changes in the Project through the use of mitigation measures or alternatives when the decision makers find the changes to be feasible and to disclose to the public the reasons therefore.

The proposed Project would require permits or approvals for the following discretionary actions; each action's approving agency is provided in parentheses:

- Community Plan Land Use designation amendment from Limited Manufacturing to Commercial Manufacturing for the Project Site (City of Los Angeles);
- Zone Change from Limited Industrial to Residential/Accessory Service for the site of the Mixed Use Project (City of Los Angeles);
- Zone Change from Limited Industrial to Commercial (C4) for the Add Areas (City of Los Angeles);
- Lot Line Adjustment to relocate the existing hotel access driveway (City of Los Angeles);
- Parcel Subdivision Approval for the proposed Mixed Use Project (City of Los Angeles);
- Coastal Development Permit for the proposed Mixed Use Project (City of Los Angeles);
- Site Plan Review Approval for the proposed Mixed Use Project (City of Los Angeles);
- Demolition, grading, foundation, and building permits for the proposed Mixed Use Project (City of Los Angeles);
- Haul route(s) approval, as necessary for the proposed Mixed Use Project (City of Los Angeles); and
- Any additional actions as may be determined necessary.



III. General Description of the Environmental Setting

III. GENERAL DESCRIPTION OF THE ENVIRONMENTAL SETTING
A. OVERVIEW OF ENVIRONMENTAL SETTING

The Project Site is located in the Palms-Mar Vista-Del Rey Community of the City of Los Angeles. At a local level, the site is located at the northwest corner of the Villa Marina shopping center with commercial development and related parking bordering the Project Site on its eastern edge. The site is further bordered by the Marina Freeway on the south, Lincoln Boulevard on the west and Maxella Avenue on the north. The site of the proposed Mixed Use Project currently contains five individual structures. The existing structures consist of a total of 30,000 square feet of retail and restaurant space. The Add Areas are located at the northwest corner and south of the Mixed Use Project. Two structures, a Marriott Hotel and a Union 76 Gas Station currently occupy the two parcels that comprise the Add Areas. The following is a summary of the general environmental setting around the proposed Project Site. More complete and specific discussions are contained under the topical sections in Section IV of this Draft EIR.

1. LAND USE AND PLANNING

Two of the five structures that are currently located on the site of the Mixed Use Project front Maxella Avenue and consist of a restaurant and a vacant building, which was last used as a restaurant. The remaining structures front Lincoln Boulevard and include a business providing copying and related services, a sit-down restaurant, and a fast-food restaurant. Most of the restaurant uses operate through the dinner hours; however, the fast-food restaurant has extended evening hours (until midnight) and the business providing copying and related services is open 24 hours a day.

The main portion of the Villa Marina shopping center comprises an approximately 25.5-acre commercial area with retail, entertainment, and visitor/hotel facilities bounded by Maxella Avenue, Glencoe Avenue, Mindanao Way, the Marina Expressway, and Lincoln Boulevard. Additional commercial and entertainment facilities are located on an approximately 4.6-acre site located on the north side of Maxella Avenue, between Glencoe Avenue and Del Rey Avenue.

Villa Marina shopping center uses that are adjacent to the site of the Mixed Use Project consist of a two-story building occupied by an electronics store, while a retail store selling music and related items is located next to the Project site to the east.. For the most part, the Project Site is immediately surrounded by commercial uses, and related parking. In a larger context, Lincoln

Boulevard extends north and south with residential and commercial uses lining both sides of the street. Approximately 1,000 feet to the west, beyond Lincoln Boulevard, is the Marina del Rey small boat harbor (Marina) and mixed-use community. The Oxford Triangle residential neighborhood is located just north of the Marina. Additional residential development is located to the east and south of the Villa Marina shopping center, starting on the east side of Glencoe Avenue. A number of multi-family residential projects are located within the greater Villa Marina community. Such units line Glencoe Avenue and extend southward beyond the Marina Expressway to the Lincoln Boulevard commercial area. The closest residential units, located approximately 950 feet east of the Project Site, are the Tierra del Rey Apartments on Glencoe Avenue, which are also on the north side of Maxella Avenue, and the Villa Villiteri residential community, which is located on the east side of Glencoe Avenue.

2. VISUAL RESOURCES

Existing visual resources that contribute to the aesthetic character of the area include buildings in the vicinity of the Project Site, some of which display notable architecture, including the 19-story high-rise Water Terrace residential apartment buildings located west of the Project Site and west of Lincoln Boulevard. In addition, valued views in the Project area consist of views of the Santa Monica Mountains, the marina within Marina del Rey and the Pacific Ocean. The Project Site is located approximately 900 feet east of Los Angeles County's Marina del Rey Small Craft Harbor (Marina) and 1.5 miles east of the Pacific Ocean. The topography of the Project area is predominately flat and is highly urbanized and devoid of any natural features.

The aesthetic character of the site of the Mixed Use Project is that of an urban outdoor shopping center that is currently occupied with five individual structures supported by surface parking. Approximately 75 percent of the site of the Mixed Use Project is used for surface parking. The five buildings proposed to be demolished have different architecture and varying heights and color schemes. Two of the five buildings front Maxella Avenue. One of the buildings is occupied by a restaurant, whereas the other building is currently vacant, but was last occupied by another restaurant. The building within which the currently open restaurant is located is one story in height with a pitched red tile roof; the vacant building is also one story in height with a flat roof. Fronting Lincoln Boulevard, the remaining buildings proposed to be demolished consist of a recently constructed, contemporary, two-story commercial building occupied by a business providing copying and related services, a one-story restaurant, and a one-story fast-food restaurant. The architecture of the two restaurant buildings is typical of the nationally recognized restaurant chains that are located within these structures (i.e., Marie Callender's and Carl's Jr.). Free-standing and illuminated wall-mounted signs identify the uses within these structures. Some vegetation exists along the building façades and in landscaped parking islands scattered throughout the surface parking area. This limited landscaping consists

of grass and non-native trees. The primary trees present on the site of the Mixed Use Project are palm trees. The Add Areas are located at the northwest corner and south of the Mixed Use Project. Two structures, a Marriott Hotel and a Union 76 Gas Station currently occupy the two parcels that comprise the Add Areas.

3. TRAFFIC, CIRCULATION, AND PARKING

Regional access to the Project Site is provided via the Marina Freeway and Lincoln Boulevard. The local streets serving the Project are under the jurisdiction of the City of Los Angeles. Although primary access would be provided by the Marina Freeway and Lincoln Boulevard, which are both State highways and, therefore, under the jurisdiction of Caltrans, the local street network serving the Project Site is a combination of adjacent streets and other major streets in the Project vicinity. The main streets serving the Project Site are Maxella Avenue, Mindanao Way, Glencoe Avenue, Venice Boulevard, and Washington Boulevard. Existing traffic levels reflect the urbanized nature of the Project area, with many intersections operating at congested levels (i.e., LOS E or F) during the morning and afternoon peak travel periods.

Existing parking at the site of the Mixed Use Project is available via surface parking spaces that are located in proximity to each of the on-site uses. At present, the on-site parking lots serve the restaurant and retail uses on the site of the Mixed Use Project that would be demolished as part of the proposed Mixed Use Project. Access to the existing surface parking lots is taken off of Maxella Avenue and Lincoln Boulevard.

The Los Angeles County Metropolitan Transportation Authority (MTA) administers the Congestion Management Plan (CMP), a state-mandated program designed to address the impact of urban congestion on local communities and the region as a whole. The nearest CMP arterial monitoring intersections to the Project site are along Lincoln Boulevard at Venice Boulevard and at the Marina Freeway (SR-90).

4. AIR QUALITY

The Project Site is located within the South Coast Air Basin (Basin), a 6,600-square-mile area encompassing all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties. The distinctive climate of this area is determined primarily by its terrain and geographical location. Regional meteorology is largely dominated by a persistent high-pressure area, which commonly resides over the eastern Pacific Ocean. Seasonal variations in the strength and position of this pressure cell cause changes in the weather patterns in the area. Local climatic conditions are characterized by warm summers, mild winters,

infrequent rainfall, moderate daytime on-shore breezes, and moderate humidity. This normally mild climate condition is occasionally interrupted by periods of hot weather, winter storms, and Santa Ana winds.

The Basin is currently an area of non-attainment for ozone (O_3), and fine particulate matter (PM_{10}), based on federal and state air quality standards. The Basin is an area of high air pollution potential, particularly from June through September. The poor ventilation in the Basin, generally attributed to light winds and shallow vertical mixing, frequently reduces pollutant dispersion, causing elevated air pollution levels. Pollutant concentrations in the Basin vary with location, season, and time of day. Ozone concentrations, for example, tend to be lower along the coast, higher in the near inland valleys, and lower in the far inland areas of the Basin and adjacent desert. Sensitive air quality receptors in the immediate vicinity of the Project Site include residential land uses, located east and west of the Project site, as well as Daniel Freeman Hospital, which is located south of the Project Site.

5. NOISE

The predominant noise source within the Project vicinity is roadway noise from the Marina Freeway (State Route 90) and thoroughfares such as Lincoln Boulevard and Maxella Avenue. Other community noise sources include incidental noise from the existing commercial uses within the Villa Marina shopping center and along Maxella Avenue, distant aircraft over-flights, and activity at the nearby Marriott Hotel.

III. GENERAL DESCRIPTION OF ENVIRONMENTAL SETTING
B. IDENTIFICATION OF RELATED PROJECTS

1. CUMULATIVE DEVELOPMENT

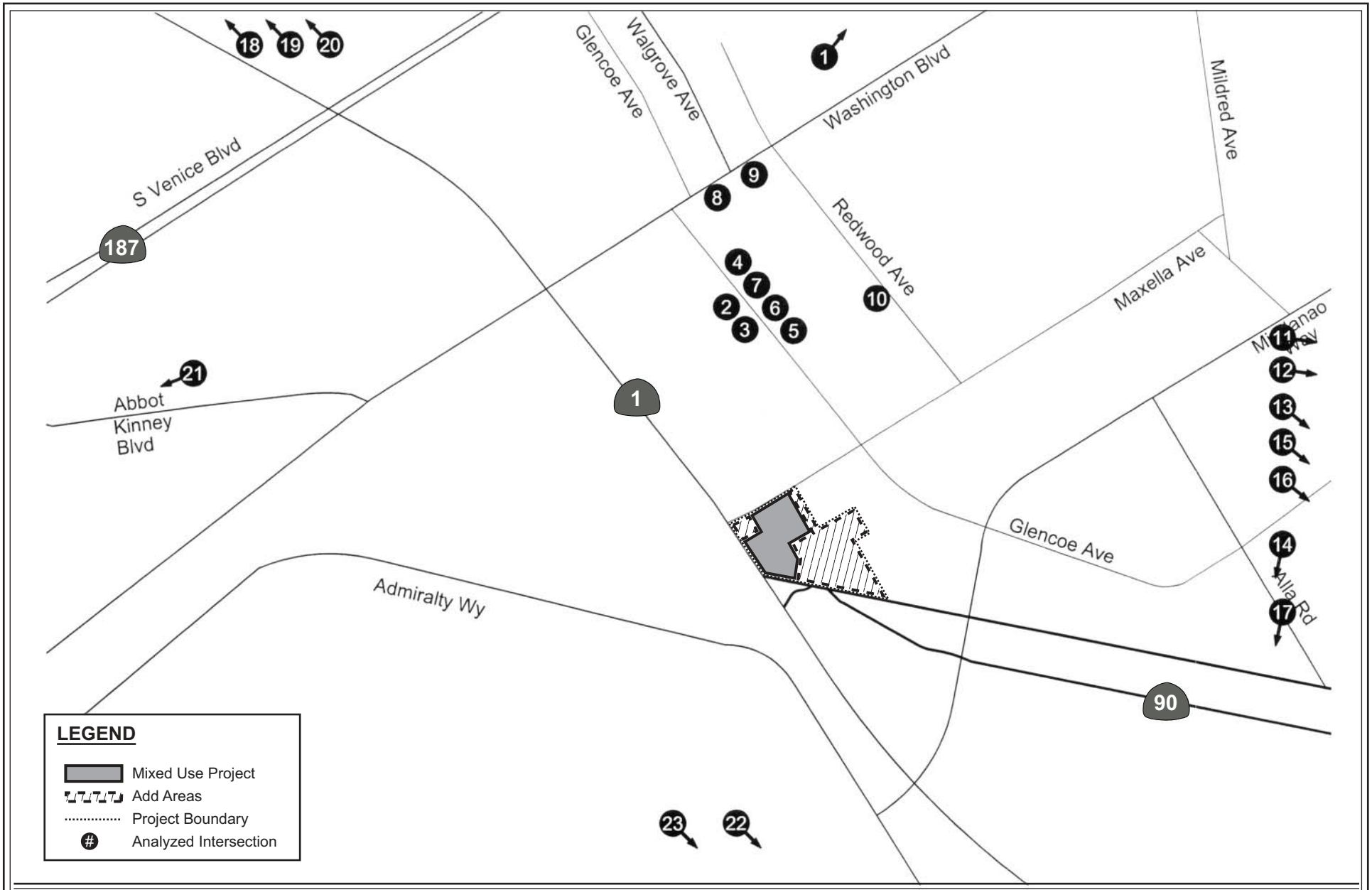
The California Environmental Quality Act (CEQA) requires that the analysis of potential project impacts include cumulative impacts. Section 15355 of the CEQA guidelines defines cumulative impacts as "two or more individual effects which, when considered together are considerable or which compound or increase other environmental impacts." Section 15130 of the CEQA Guidelines indicates that the analysis of cumulative impacts need not be as in-depth as that conducted for the proposed Project but is to "be guided by the standards of practicality and reasonableness." According to Section 15130(b)(1) of the CEQA Guidelines, either one of the following elements is necessary to an adequate discussion of cumulative impacts:

- A list of past, present, and probable future projects producing related or cumulative impacts; or

- A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental planning document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

It is anticipated that the proposed Project would be completed by 2008. Accordingly, the effects of other proposed development projects within that time frame are considered as potentially contributing to cumulative impacts. The EIR's cumulative analysis has utilized a listing of related projects that is based on information on file at the City Los Angeles.

The development of 23 related projects is anticipated in the Project vicinity. The location of each related project is identified individually in Figure 9 on page 56. The name, description, and location of each related project is shown in Table 1 on pages 57 and 58. Implementation of the related projects would result in various uses, such as residential, commercial, office, and institutional.



Source: Kaku Associtates, 2004

Figure 9
Locations of Related Projects

Table 1

LIST OF RELATED PROJECTS

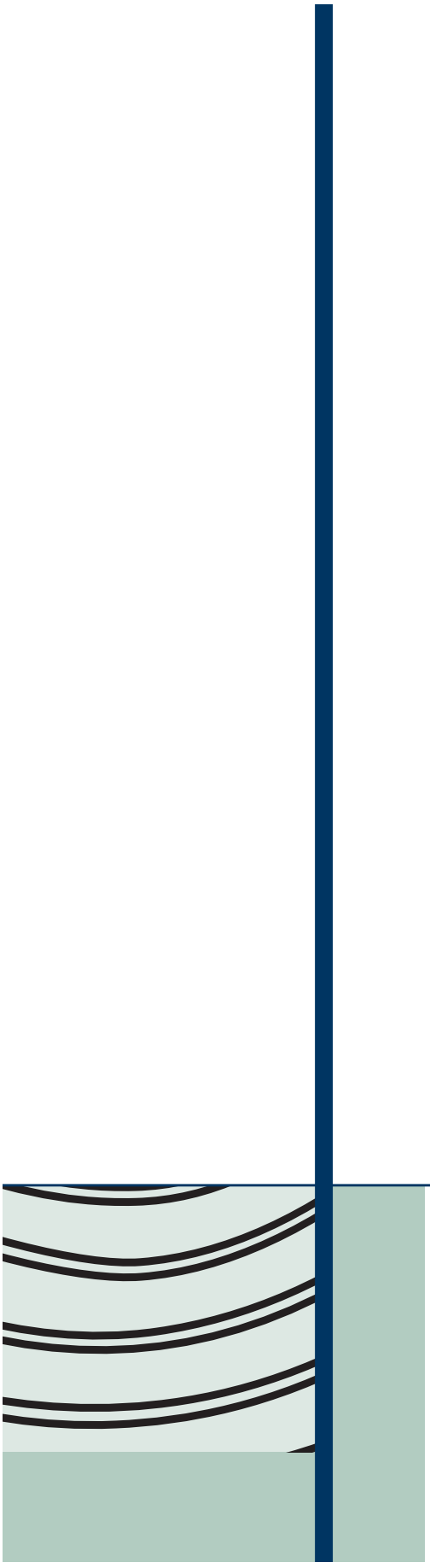
Map No.	Project	Description	Location	City
1	Taco Bell	Demolish existing Taco Bell & single-family residence. Construction of 1,623-sq.ft Taco Bell with drive through	Venice Blvd. & Inglewood Blvd.	Los Angeles
2	Apartment Complex	Construction of 51-unit apartment	4109 Glencoe Ave.	Los Angeles
3	Apartment Complex	Construction of 51-unit apartment	4115 Glencoe Ave.	Los Angeles
4	Apartment Complex	Construction of 50-unit apartment	4050 Glencoe Ave.	Los Angeles
5	Apartment	Construction of 99-unit apartment	4114 Glencoe Ave.	Los Angeles
6	Apartment	Construction of 64-unit apartment	4080 Glencoe Ave.	Los Angeles
7	Apartment	Construction of 99-unit apartment	4060 Glencoe Ave.	Los Angeles
8	Wells Fargo Bank	Development of 4,300-sq.ft. walk in bank	13400 W. Washington Blvd.	Culver City
9	Commercial/Retail Development	Construction of a two-story, 4,257-sq.ft. commercial building	13322 Washington Blvd.	Culver City
10	Apartment Complex	Construction of 118-unit apartment	4155 Redwood Ave.	Los Angeles
11	Starbucks	Construction of 1,710-sq.ft. Starbucks	5570 Centinela Ave.	Los Angeles
12	Apartment Complex	Construction of 310-unit apartment	5535 Westlawn Ave.	Los Angeles
13	LMU Day Care Center	Proposal to operate day care center	7900 S Loyola Blvd.	Los Angeles
14	Apartment Complex	Construction of 848 apartment units	8000 Manchester Ave.	Los Angeles
15	Decron Development	Residential Mixed-Use with 30,600-sq.ft. spaces	8601 Lincoln Blvd.	Los Angeles
16	West Bluff	Construction of 120 single-family homes	7400 West 80th St.	Los Angeles
17	Westchester Lutheran School Expansion	School expansion for 488 students	83rd St.	Los Angeles
18	Shopping Center Addition	8,800-sq.ft. addition to shopping center	115 Lincoln Blvd.	Los Angeles
19	Gas Station/Mini-market	720-sq.ft. mini-market with 8 fueling stations	2005 Lincoln Blvd.	Los Angeles
20	Mixed Use building with retail and apartments	197,000-sq.ft. retail and 280-unit apartment	1430 Lincoln Blvd.	Los Angeles
21	General Commercial Office	Renovate existing manufacturing building into 15,180-sq.ft. general commercial office with 36 parking spaces	2100 Abbot Kinney Blvd.	

Table 1 (Continued)

LIST OF RELATED PROJECTS

Map No.	Project	Description	Location	City
22	Marina del Rey Development	Development incorporated into Local Coastal Plan	Marina del Rey	Los Angeles County
23	First Phase Playa Vista	Development consisting of 3,246 residential units, 2,077,050 sq.ft. of office space, 35,000 sq.ft. of retail space, 1,129,900 sq.ft. of production and staging support uses, and 120,000 sq.ft. of community serving uses.	Jefferson Blvd.	Los Angeles

Source: Kaku Associates, August 2004.



IV. Environmental Impact Analysis

IV. ENVIRONMENTAL IMPACT ANALYSIS
A. LAND USE

1. INTRODUCTION

This section analyzes the impacts of the proposed Project on consistency with applicable land use regulations, as well as the impacts of Project implementation upon land uses in the surrounding area. The analysis addresses whether the Project's proposed uses are compatible with surrounding land uses; whether the Project would conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect; or whether the Project would physically divide an established community or be compatible with surrounding uses so as to avoid conflict between uses or principal division of an established community. Specific, secondary environmental effects caused as a result of the land use relationships analyzed in this Section are addressed in other sections of the EIR, such as Traffic (Section IV.C), Air Quality (Section IV.D), and Noise (Section IV.E).

2. ENVIRONMENTAL SETTING

a. Existing Conditions

(1) Project Site

The Project Site consists of a total of 9.32 acres. Of this total, the Mixed Use Project would occupy 4.04 acres, while the Add Areas would comprise the remaining 5.28 acres.

The Mixed Use Project is located in the Palms-Mar Vista-Del Rey Community of the City of Los Angeles. The site of the Mixed Use Project lies on a parcel at the northwest corner of the Villa Marina shopping center with commercial development and related parking bordering the site of the Mixed Use Project on its eastern edge and a portion of its southern edge. The site of the Mixed Use Project is further bordered by the Marina Freeway on the south, Lincoln Boulevard on the west and Maxella Avenue on the north.

The Villa Marina shopping center is a 25.5-acre commercial area with retail, entertainment and visitor/hotel facilities and is bounded by Maxella Avenue, Glencoe Avenue, Mindanao Way, the Marina Expressway and Lincoln Boulevard. The portion of the Villa Marina

shopping center where the site of Mixed Use Project is located currently contains five individual structures. Two of the structures front Maxella Avenue and consist of a Thai restaurant and a vacant building, which was the former location of Tokyo Delve's Sushi Bar. The remaining buildings front Lincoln Boulevard and include a Kinko's, a Marie Callender's Restaurant, and a Carl's Jr. fast-food restaurant. The existing structures consist of 30,000 square feet of retail and restaurant space. Most of the restaurant uses operate through the dinner hours; however, Carl's Jr. has extended evening hours (until midnight) and Kinko's is a 24-hour-a-day operation.

The two parcels that comprise the Add Areas are currently occupied by two structures; a Marriott Hotel and a Union 76 Gas Station The Add Area occupied by the Marriott Hotel, which is located south of the Mixed Use Project, is 4.76 acres in size, while the Add Area occupied by the Union 76 Gas Station, is located at the northwest corner of the Mixed Use Project, is 0.52 acres in size.

(2) Surrounding Uses

Villa Marina shopping center uses that are adjacent to the Project Site include a two-story building that is occupied by an electronics store (Good Guys), while Tower Records is located next to the Project Site on the east. Uses across Maxella Avenue to the north consist of additional retail and office space. Uses across Lincoln Boulevard to the west include a Ralphs market/pharmacy; a residential cluster of mid- to high- density, multi-family dwelling units are situated north and south of the western terminus of Maxella Avenue. These residential developments include the mid-rise Marina Pointe Apartments on Lincoln Boulevard and the high-rise Water Terrace Apartment further west. South of the Project site, a car dealership is located on the east side of Lincoln Boulevard, south of the Marina Expressway. Surrounding land uses are identified on Figure 10 on page 61.

(3) Regional Context

For the most part, the Project Site is immediately surrounded by commercial uses, and related parking. In a larger context, Lincoln Boulevard extends north and south with commercial uses lining both sides of the street. Approximately 1,000 feet to the west, beyond Lincoln Boulevard, is the Marina del Rey small boat harbor (Marina) and mixed-use community. The Oxford Triangle residential neighborhood is located just north of the Marina. Additional residential development is located to the east and south of the Villa Marina shopping center, starting on the east side of Glencoe Avenue. Numerous multi-family residential projects are located within the greater Villa Marina community. Such units line Glencoe Avenue and extend southward beyond the Marina Expressway to the Lincoln Boulevard commercial area. The

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Figure 10
Surrounding Land Uses

Source: Landiscor, Photo Date October 2003

closest residential units, located approximately 600 feet east of the Project Site, are the Tierra del Rey Apartments on Glencoe Avenue, which are also on the north side of Maxella Avenue, and the Villa Villiteri residential community, which is located on the east side of Glencoe Avenue.

b. Regulatory Framework

(1) State

The proposed Project Site is located within the California Coastal Zone, which was established pursuant to the Federal Coastal Zone Management Act of 1972 (16 U.S.C. § 1451, et. seq.), which is implemented through the California Coastal Act (Public Resources Code § 30000 et. seq.). Both of these Acts require that planning and development within the Coastal Zone be consistent and compatible with the unique characteristics of coastal resources. The California Coastal Act (CCA) establishes basic goals designed to carry out these principles.

As described in Section 30001.5 of the CCA, the goals include the following:

a. Protect, maintain, and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources.

b. Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.

c. Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.

d. Assure priority for coastal-dependent and coastal-related development over other development on the coast.

e. Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

In order to implement the goals of the Coastal Act, the California Coastal Commission was established. The Coastal Commission's primary duties include assisting coastal communities in the preparation of Local Coastal Programs (LCPs) and to review and certify the LCPs once they are adopted by the local jurisdictions. LCPs are required to be developed by local jurisdictions for the portion of their jurisdictions that falls within the Coastal Zone. LCPs are required to include two primary components: (1) Land Use Plans (LUPs), which guide land

use within the Coastal Zone; and (2) Local Implementing Programs (LIPs), which describe methods by which local LUPs will be carried out. Subsequent to approval of an LCP within a local jurisdiction by the Coastal Commission, regulation of coastal development is generally delegated to the local jurisdiction.

The proposed Project does not lie within the boundaries of a certified LCP, however, the City reviews projects for compliance with the Coastal Act and issues Coastal Development Permits prior to certification of Local Coastal Programs. Procedures for such permits are described in Section 12.20.2 of the City Zoning Ordinance. Pursuant to Section 12.20.2.G, approval of a Coastal Development Permit requires findings that the project is in conformity with applicable provisions of the Coastal Act, Chapter 3 in particular. The City approvals are reviewed by the Coastal Commission.

(2) Regional

The Project Site is located within the boundaries of the South Coast Air Quality Management District (SCAQMD), the Southern California Association of Governments (SCAG), and the State-mandated Congestion Management Program (CMP), implemented in the Project area by the Metropolitan Transit Authority (MTA).

(a) Regional Comprehensive Plan and Guide

The Southern California Association of Governments (SCAG) is a joint powers agency with responsibilities with respect to regional issues. SCAG's responsibilities include preparation of the Regional Comprehensive Plan and Guide (RCPG), in conjunction with its constituent members and other regional planning agencies.[8] The RCPG is intended to serve as a framework for decision-making with respect to regional growth that is anticipated to the year 2015 and beyond, including growth management and regional mobility. In addition, the RCPG proposes a voluntary strategy for local governments to use in addressing issues related to future growth and in assessing the potential impacts of proposed development projects within the regional context. For planning purposes, the SCAG region has been divided into 14 subregions. The Project Site is located within the City of Los Angeles subregion. The RCPG includes five core chapters (Growth Management, Regional Mobility, Air Quality, Water Quality, and Hazardous Waste Management) that respond directly to the federal and state requirements placed on SCAG and form the basis for the certification of local plans. Ancillary chapters within the RCPG (Economy, Housing, Human Resources and Services, Finance, Open Space and Conservation,

[8] *Major portions of the Plan (e.g., the Growth Management Section) were originally approved in 1994 and reprinted in the 1996 version.*

Water Resources, Energy, and Integrated Waste Management) reflect other regional plans but do not contain actions or policies required of local governments.

Adopted policies related to land use are contained primarily in Chapter 2, Growth Management, of the RCPG. The purpose of the Growth Management chapter is to present forecasts that establish the socio-economic parameters for the development of the Regional Mobility and Air Quality chapters of the RCPG and to address issues related to growth and land consumption. These parameters encourage local land use actions that could ultimately lead to the development of an urban form that will help minimize development costs, protect natural resources, and enhance the quality of life in the region.

SCAG reviews environmental impact reports of regionally significant projects to determine consistency with regional plans. The criteria for determining whether a project is regionally significant are set forth at CEQA Guidelines Section 15206. The Project does not meet the size criteria of CEQA Guidelines Section 15206. However, the Project meets the criterion set forth in Section 15206(b)(1) because it proposes an amendment to a local general plan element. The following policies, as listed in the Growth Management Chapter of the Plan, are relevant to the proposed Project.

- Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.
- Encourage existing or proposed local jurisdiction programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion; reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.
- Encourage local jurisdiction plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.
- Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems and activity centers.
- Support local jurisdiction strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.
- Support and encourage settlement patterns which contain a range of urban densities.
- Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.

(b) Air Quality Management Plan

The SCAQMD was established in 1977 pursuant to the Lewis-Presley Air Quality Management Act. The SCAQMD is responsible for bringing air quality in the South Coast Air Basin (SCAB) into conformity with Federal and State air pollution standards. The SCAQMD is responsible for monitoring ambient air pollution levels throughout the SCAB and for developing and implementing attainment strategies to ensure that future emissions will be within federal and State standards. The SCAQMD's Air Quality Management Plan (AQMP), last amended in 2003, presents strategies for achieving the air quality planning goals set forth in the Federal and California Clean Air Acts (CCAA), including a comprehensive list of pollution control measures aimed at reducing emissions. Specifically, the AQMP proposes a comprehensive list of pollution control measures aimed at reducing emissions and achieving ambient air quality standards. Further discussion of the AQMP can be found in Section IV.D, Air Quality, of this EIR.

(c) Congestion Management Program

The Los Angeles County Metropolitan Transportation Authority (Metro) administers the Congestion Management Program (CMP), a state-mandated program designed to provide comprehensive long-range traffic planning on a regional basis. The CMP includes a hierarchy of highways and roadways with minimum level of service standards, transit standards, a trip reduction and travel demand management element, a program to analyze the impacts of local land use decisions on the regional transportation system, a seven-year capital improvement program, and a county-wide computer model used to evaluate traffic congestion and recommend relief strategies and actions. CMP guidelines specify that those freeway segments to which a project could add 150 or more trips in each direction during the peak hours be evaluated. The guidelines also require evaluation of designated CMP roadway intersections to which a project could add 50 or more trips during either peak hour. The CMP is discussed further in Section IV.C, Transportation and Circulation.

(3) Local Level – City of Los Angeles

The proposed Project is located within the City of Los Angeles and is subject to the City's General Plan. The City's General Plan includes the General Plan Framework Element, and 35 Community Plans that address the application of City-wide policies at the community level. The City has also adopted Land Use Policies/Plans for areas located within the California Coastal Zone that address coastal issues.

The City of Los Angeles General Plan Framework (Framework), adopted in December 1996 and readopted in August 2001, provides general guidance regarding land use issues for the entire City of Los Angeles. The General Plan Framework sets forth a citywide comprehensive

long-range growth strategy and defines citywide polices regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation, infrastructure and public services.

As part of the City of Los Angeles General Plan, the Community Plans provide an official guide for future development, including approximate locations and densities of land use. The Community Plans provide standards and criteria for the development of housing, and commercial and industrial uses, as well as circulation and service systems. The plans consist of text and an accompanying land use map. The Community Plan text expresses goals, objectives, policies, and programs. The Community Plan map outlines an arrangement of land uses with respective intensities, the street system and the locations and characteristics of public service facilities.

The City implements its plan policies through a variety of mechanisms, including regulations in the City's Municipal Code that provide zoning restrictions and related guidelines, and Specific Plans that address implementation/zoning through plans written for well-defined local areas.

Framework Element. The Land Use chapter of the Framework Element identifies objectives and supporting policies relevant to the proposed Project.

Objective 3.2 Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

Several of the Policies that support this objective are of particular note:

Policy 3.2.1: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhood that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors, such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.

Policy 3.2.2: Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.

Policy 3.2.4: Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.

Other related Objectives include the following:

Objective 3.8 Reinforce existing and establish new neighborhood districts which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood activity, are compatible with adjacent neighborhoods, and are developed as desirable places to work and visit.

Objective 3.9 Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work and visit, both in daytime and nighttime.

Palms-Mar Vista-Del Rey Community Plan. The proposed Project is located within the Palms-Mar Vista-Del Rey Community Plan area. Land use designations for the Project Site and surrounding areas are shown in Figure 11 on page 68. The Plan's land use designation for the Project Site is Industrial Use – Limited Manufacturing. Zoning classifications associated with this use are intended to accommodate limited industrial activities. The Palms-Mar Vista-Del Rey Community Plan policies implement the Framework Element for the Community Plan areas. The Community Plan also includes goals and policies intended to provide consistency with the California Coastal Act.

The Palms-Mar Vista-Del Rey Community Plan includes 18 goals for development, with objectives and associated policies related to each. Policies that are particularly relevant to the proposed Mixed Use Project and the general land use pattern in the Plan area include the following:

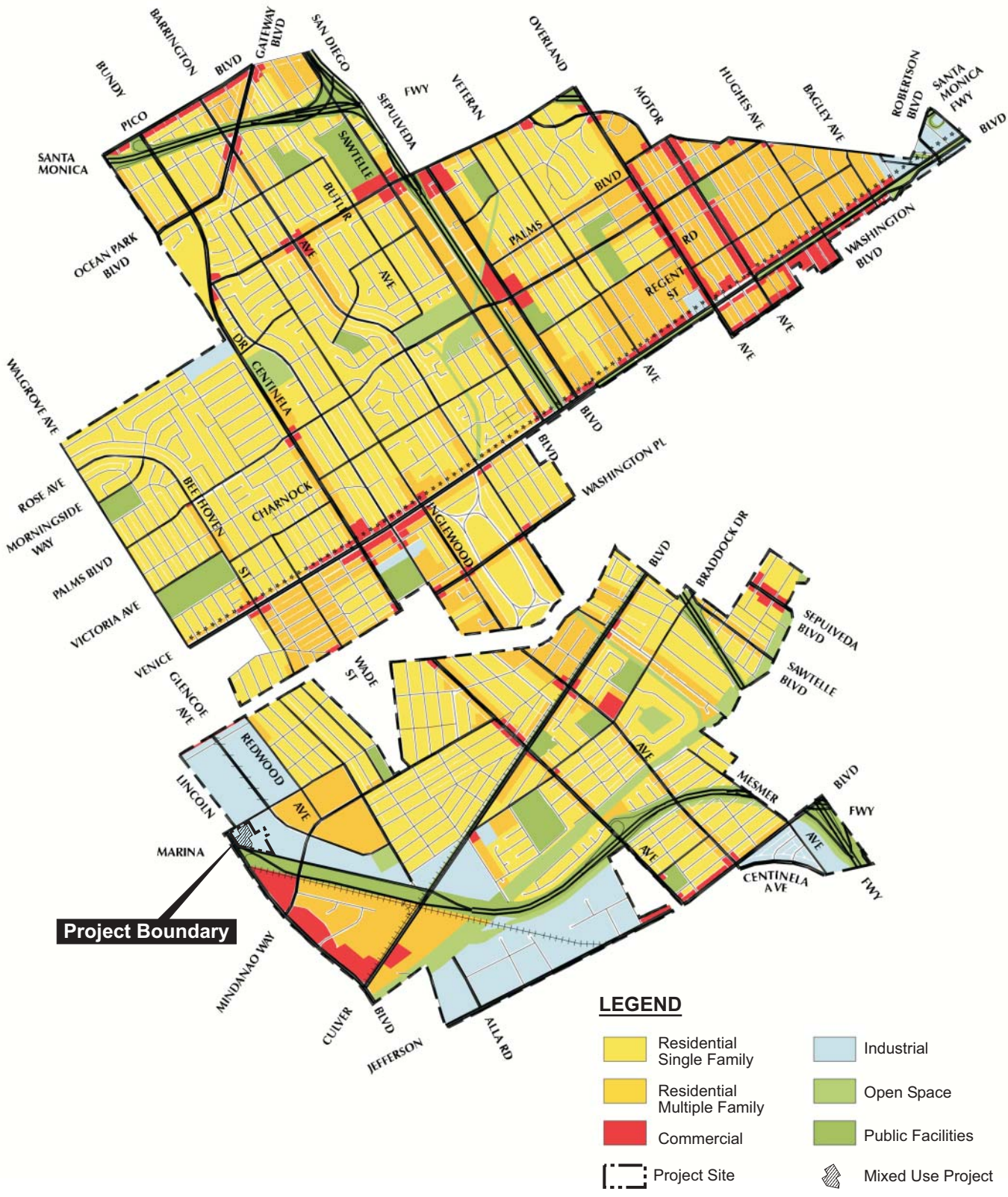
1-1.1 Provide for adequate multi-family residential development.

1-2.1 Locate higher residential densities near commercial centers and major bus routes where public service facilities and infrastructure will support this development.

1-4.1 Promote greater individual choice in type, quality, price and location of housing.

2-1.1 New commercial uses should be located in existing established commercial areas or shopping centers.

2-2.4 Promote mixed use projects along designated transit corridors and in appropriate commercial centers.



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Not to scale

Figure 11
Community Plan Land Use Designations

Source: City of Los Angeles Department of City Planning

3-1.1 Designate and preserve lands for the continuation of existing industry and development of new industrial parks, research and development uses, light manufacturing and similar uses which provide employment opportunities.

3-1.2 Ensure compatibility between industrial and other adjoining land uses through design treatments, compliance with environmental protection standards and health and safety requirements.

The latter portion of the Palms-Mar Vista-Del Rey Community Plan, Coastal Resources, addresses the protection of resources pursuant to the California Coastal Act. The section includes one specific policy and a general discussion of development requirements. The discussion is oriented toward the development in the area known as Playa Vista Area C, which is located approximately 0.6 miles south of the Project Site. It addresses development requirements regarding the following topics: Coastal Access and Recreation, Marine and Land Resources Policy, Land Use Plan, and Phasing. The Coastal Resources Section of the Community Plan includes the following relevant goal, objective and policy:

Goal 18: Preservation of the Scenic and Visual Qualities of Coastal areas.

Objective 18-1 To govern the manner in which the City of Los Angeles implements the California Coastal Act of 1976, as well as the establishment of land uses and their subsequent development.

Policy 18-1.1: The location and amount of new development should maintain and enhance public access to the coast.

City of Los Angeles Municipal/Planning and Zoning Code. The Project Site's zoning and related regulations are governed by the City's Planning and Zoning Code, which is contained in the Los Angeles Municipal Code (LAMC). Pursuant to the LAMC and City Zoning Maps, the site of the Mixed Use Project and the Add Area are zoned for M1-1 uses. The M1 zone is a Limited Industrial use designation, a designation that is consistent with the Community Plan land use designation of Limited Manufacturing. The "-1" refers to the site's Height District 1 designation. This designation is related to typical industrial uses, and reflects a maximum floor area ratio (FAR) of 1.5:1 for M Zones. The M1 zone has no setback requirements for industrial or commercial uses. For residential uses, there are side and rear yard setback requirements. They are the same as for R4 uses: the side yard setback is 5 feet plus 1 foot for each story over the 2nd floor, not to exceed 16 feet; and the rear yard setback is 15 feet plus 1 foot for each story over the 3rd floor, not to exceed 20 feet.

Section 12.22.A.25 of the LAMC establishes procedures for implementing State density bonus provisions as a means of increasing the production of affordable housing. A housing

development containing the requisite number of dwelling units which meets the provisions of California Government Code Section 65915(b), will be granted a density bonus of 25% as a matter of right. In 2003, the City amended Section 12.22 (by Ordinance No. 174995) to provide for a density bonus of 35 percent for projects that are generally at or within 1,500 feet of certain transit facilities (e.g., a bus stop along a major bus route), the boundaries of regional centers, the boundaries of economic activity centers or the boundaries of a college or university.

Coastal Transportation Corridor Specific Plan. In addition, the proposed Project is located within the boundaries of the Coastal Transportation Corridor Specific Plan. This Plan is solely focused on transportation issues and is discussed further in Section IV.C, Transportation and Circulation, of this Draft EIR.

3. ENVIRONMENTAL IMPACTS

a. Methodology

The Land Use analysis addresses the Projects' relationship to the existing land use regulations that are applicable to the Project Site, and the relationship between the Project and its surrounding uses. The analysis regarding the regulatory framework compares the proposed uses to the uses recommended, encouraged and/or facilitated in applicable local and regional plans and policies. This analysis identifies applicable plans, policies and goals, delineates the pertinent sections, and discusses the relationship between the proposed uses and the regulatory requirements. CEQA Guidelines Section 15125(d) requires that an EIR discuss inconsistencies with applicable plans that the decision-makers should address. Evaluations are made as to whether the Project is inconsistent with the plans. Projects are considered consistent with General Plan provisions and general SCAG policies if they are compatible with the general intent of the plans, and would not preclude the attainment of their primary intent.

The analysis of the Project's relationship to existing uses compares the proposed uses to the existing land uses surrounding the Project Site to determine whether the Project would physically divide established communities. The analysis is based on aerial photography, land use maps, and field surveys in which surrounding uses were identified and characterized. As such, the analysis addresses general land use relationships and urban form. The extent to which the Project would result in impacts on traffic, noise, etc. is addressed throughout the EIR in the analysis of the applicable issues, such as Traffic (Section IV.C), Air Quality (Section IV.D), and Noise (Section IV.E).

Subsequent to the close of the NOP comment period, the Applicant of the proposed Mixed Use Project modified the site plan from that shown in the NOP. Specifically, the NOP

showed the Mixed Use Project as consisting of two development areas separated by the existing access driveway for the Marriott Hotel. Under the current design, the existing access driveway is proposed to be relocated easterly to align with the eastern boundary of the proposed site for the Mixed Use Project. The Applicant of the Mixed Use Project is proposing to implement this change via a lot line adjustment.

b. Threshold of Significance

Based on the factors set forth in the City of Los Angeles *CEQA Thresholds Guide* (pages A.1-2 and A.2-3), which address issues identified in Appendix G of the State CEQA Guidelines, the proposed Project would have a significant impact on land use if:

- The Project would not be compatible with the existing land use plans, policies or regulations intended to prevent an impact to the environment.[9]
- The interface of physical and operational characteristics of the Project would substantially conflict with the surrounding land uses.
- The Project would result in the division, disruption or isolation of an existing established community or neighborhood.

c. Impacts Regarding the Regulatory Framework

Implementation of the proposed Mixed Use Project would include the demolition of the existing 30,000 sq.ft. of retail and restaurant uses and the creation of a new development with the proposed 310 condominium units and 9,000 sq.ft. of retail and possibly restaurant uses. In so doing, the Project would alter the character of the site of the Mixed Use Project to a mixed-use character with the predominant use being residential. This change in site use would substantially change the land use profile of the western portion of the Villa Marina shopping center and create a mixed-use interface between off-site areas and the larger Villa Marina commercial center, which would not be affected.

Implementation of the Project would occur via discretionary actions, approved by the City, that would amend the Community Plan and zoning designations for the site of the proposed Mixed Use Project from Industrial – Limited Manufacturing and M1-1, to General Commercial and RAS4, respectively. The RAS4 zone, which was recently added to the LAMC, is consistent

[9] *It is important to note that an incompatibility conflict with an individual land use policy or regulation does not unto itself necessarily indicate a significant impact to the environment.*

with the proposed General Plan designation.[10] As described in Section 12.11.5 of the LAMC, the purpose of the RAS4 zone is "…to provide a mechanism to increase housing opportunities, enhance neighborhoods, and revitalize older commercial corridors. The RAS4 Zone is intended to provide a tool to accommodate projected population growth in mixed use and residential project that is compatible with existing residential neighborhoods."

At the request of the City, implementation of the Project would also amend the Community Plan and zoning designations for the Add Areas from Industrial – Limited Manufacturing and M1-1 to General Commercial and C4, respectively, to promote a consistent pattern of land use designations on and around the Project Site. The C4 Zone is consistent with the proposed General Plan designation. Section 12.16 of the LAMC outlines the regulations that apply to the C4 zone. The hotel and gas station uses currently occurring on the Add Areas are consistent with the proposed Community Plan and zoning designations. No physical changes are proposed for the Add Areas as part of the proposed Project. Therefore, an analysis of any changes to existing development within the Add Areas as a result of the proposed Community Plan amendments and zone changes is deemed to be speculative per CEQA Guidelines Section 15145.

In amending the Community Plan and zoning designations, the Project is removing site designations that are no longer applicable to current conditions, nor consistent with Community Plan goals and policies, and replacing them with the designations that are applicable and consistent. The existing designations reflect historic land use patterns in the Project area and anticipated uses that predate the development of Marina del Rey and the Villa Marina, Marina Marketplace, and Marina Center shopping centers. The Project Site and immediately adjacent areas do not include the industrial uses that were anticipated.

As described in the Setting Section above, the Community Plan addresses the designation of land for industrial uses in Policy 3-1.1: "Designate and preserve lands for the continuation of existing industry and development of new industrial parks, research and development uses, light manufacturing and similar uses which provide employment opportunities." While the Project would cause a change in an industrial designation, it would not directly affect any existing industrial uses, cause the loss of an industrial use, nor fall within any of the industrial use areas described in the Plan. The Project's lack of support for Policy 3-1.1 would occur concurrent with the Project's support of Policies 1-2.1 and 2-1.1, and 2-2.4, which support the location of housing and commercial activities adjacent to existing commercial centers, and transit corridors with major bus routes. Further, it is important to note that Policy 3-1.2, regarding the location of industrial uses, anticipates potential rezoning of industrial land. Specifically, an implementation

[10] *Municipal Code Section 12.11.5. Added by Ordinance No. 174, 999, effective January 15, 2003.*

program related to Policy 3-1.2 states: "Implement the design policies for industrial uses. Ensure through plan amendments and zone change that industrially designated parcels are not located in areas incompatible with surrounding uses."

As the Project area has emerged as a center of residential and commercial activity, the development of industrial uses at the Project Site would be incompatible with the existing and projected land uses for the Project area. Therefore, the proposed Community Plan amendments would implement the policy direction provided within the Community Plan. The proposed land use designation, General Commercial, is one that would typically be assigned to the types of uses located on the site of the Mixed Use Project site and surrounding areas. The RAS4 zone was recently developed to support development that is consistent with the proposed Project and its existing setting. Consistent with the intent described above, the Mixed Use Project would increase housing, enhance the residential/neighborhood complex at Lincoln Boulevard and Maxella Avenue, contribute to the revitalization of an older commercial corridor, and help to accommodate projected population growth in a mixed use project that is compatible with existing residential neighborhoods.

The proposed Mixed Use Project would be fully compliant with the requirements of the RAS4 zone. The residential density requirements for RAS4 are based on the City's R4 zone, which requires a minimum of 400 sq.ft. of site area for each unit. Therefore, the Project site would have a maximum density of 440 units. Under the provisions of the LAMC, the number of units permitted to be developed at the site of the Mixed Use Project could be increased by 35 percent since it includes an affordable housing component that meets the requirements established in the Mello Act, and Section 12.22.A5 of the Municipal Code. Thus a total of 594 units would be allowed under the proposed zoning. However, the proposed Mixed Use Project includes only 310 units. The Mixed Use Project proposes 30 percent fewer units than permitted by the RAS4 zone, without density bonus and 48 percent fewer units than the maximum permitted density, inclusive of density bonus.

The Mixed Use Project would be developed in four to six story buildings with maximum building heights of approximately 45 feet to 70 feet and a floor area ratio (FAR) of 2.27.[11] Development under the RAS4 zone allows unlimited building heights unless otherwise controlled by a specific height district designation. The existing site zoning designates the Project site with a Height District 1 designation. This designation is tied to the current M1 zoning and development characteristics of industrial buildings. It establishes a maximum FAR of 1.5 to 1. The Applicant of the Mixed Use Project is requesting a height district change to Height District 2, as the Project's FAR exceeds the 1.5:1 limit for development within Height

[11] *The Project contains 398,700 sq.ft. on a 4.04 acre site. 398,700/(4.04 X 43,560) = 2.27.*

District 1. As Height District 2 allows a FAR of 6:1, the proposed Mixed Use Project would be consistent with the requested Height District. Furthermore, the proposed heights and FAR of the Mixed Use Project are in keeping with the Project location and uses in the vicinity. They are similar to other mid-rise units (approximately 3 to 5 floors in newer projects; e.g., Marina Pointe and two projects under construction on Glencoe Avenue) located along the Lincoln Boulevard and Glencoe Avenue corridors. They are lower in height than the high-rise residential development further west (e.g., the Water Terrace with approximately 19 floors), and marginally taller than nearby-commercial uses and the lower density residential developments in nearby areas (e.g., Villa Marina, where newer residential projects have been developed with 3 to 4 floors). As such, the heights are transitional and would blend with the general character of the area.

Setback requirements associated with the RAS4 zone would be appropriate for the type of Project proposed and would be met by the proposed Mixed Use Project. The RAS4 zone requires front yard setbacks of 5 feet, side yard setbacks of 5 feet for residential uses (0 feet for ground floor portion of buildings, when the ground floor is used exclusively for commercial purposes), and rear yard setbacks of 5 feet when the adjacent land is less restrictive than the RD zone. The proposed Mixed Use Project design would conform with all setback requirements. Further, the Project's effects on the land use pattern would be consistent with numerous policies relating to the regional distribution of development. The policies that would be supported are listed in the Setting Section above. In summary, they include the following:

- SCAG policies that support/encourage the efficient use of infrastructure facilities by redeveloping an existing developed site; developing land uses which encourage the use of transit and create opportunities for residents to walk and bike; increases in density at strategic locations; the establishment of mixed-use clusters along transit corridors; providing a range of urban densities; and increasing the supply of housing and affordable housing.

- City of Los Angeles General Plan Framework Element policies that encourage developments that facilitate a reduction of vehicular trips and related air pollution; development consistent with the existing patterns of land use development in the Project area; integrating housing with commercial uses; and proposing development that maintains the prevailing scale and character of the existing residential neighborhoods located in proximity of the Project site.

- Palms-Mar Vista-Del Rey Community Plan policies that encourage development which provides for adequate multi-family residential development; locates higher residential densities near a commercial center and major bus routes; promotes greater individual choice in type, quality price and location of housing; provides new commercial uses in existing established commercial areas or shopping centers;

protects commercially planned and zoned areas from encroachment by residential-only development, ensures the viability of existing neighborhood stores and businesses that support the needs of local residents and are compatible with the neighborhood; and promotes mixed use projects along designated transit corridors and in appropriate commercial centers.

The proposed Mixed Use Project would support and therefore be consistent with all of these policies due to its mix of uses and relationship to surrounding areas. The proposed Mixed Use Project would be redeveloping an existing developed site that would efficiently tie in with existing infrastructure. It would contribute to the supply of housing and the number of affordable units that are available on the west side of Los Angeles and would provide these units in an area that lies adjacent to public transportation and a full range of commercial uses within walking distance, thereby reducing the reliance on private automobiles. The Mixed Use Project would also provide new commercial uses within an existing commercial area, and contribute to the commercial character of Maxella Avenue. The commercial uses and housing units would be integrated within the site of the proposed Mixed Use Project and would be interrelated with nearby commercial uses, whereby residents of the proposed Mixed Use Project would support the on-site and nearby off-site commercial uses. Furthermore, the development of additional residential units in the vicinity of Lincoln Boulevard and Maxella Avenue would support policies relating to overall urban form by introducing a new residential population in an area that would not disrupt existing residential neighborhoods, that occurs at a strategic location along a transit corridor, and that contributes to the range of mixed-use centers that occur within the City.

The Mixed Use Project would also provide mid-rise residential development between higher density residential uses across Lincoln Boulevard; e.g., the Water Terrace Apartments (approximately 19 stories) and other low to mid-rise units in the area, such as the Marina Pointe Apartments (approximately 4 to 5 stories) and Villa Marina development (typically 2 to 4 stories). The building heights would also provide a transition between the taller units to the west and the nearby commercial development. Thus, in addition to contributing to a concentration of activity within the larger urban form, the Mixed Use Project would provide a transition between the existing land uses in the immediate Project vicinity.

The proposed lot line adjustment between the site of the Mixed Use Project and the Add Area to the south would enable the existing hotel access driveway to be relocated to the eastern edge of the Mixed Use Project so as to allow for an enhanced design for the Mixed Use Project while not creating any land use impacts upon the existing land uses in the Project area. As such, the proposed lot line adjustment would result in a less than significant land use impact.

Based on the above discussion, it is concluded that the proposed Project would be compatible with the existing land use plans, policies and regulations intended to prevent an

impact to the environment. Therefore, impacts regarding the regulatory framework would be less than significant.

d. Impacts Regarding the Relationship Between Uses/Compatibility

The proposed Mixed Use Project would locate 9,000 sq.ft. of commercial development along Maxella Avenue and 310 condominium units on the Project Site. The existing access drive would be relocated to the eastern edge of the site of the Mixed Use Project. Site access would be from this new driveway on Maxella Avenue.[12] As such the Mixed Use Project would be the redevelopment of an existing site, and would occur within a portion of a large land area defined by existing roadways. The site uses would not have adverse affects on adjacent uses, and would allow them to operate as before. The commercial uses on Maxella Avenue would be in keeping with the existing commercial character of that street. The mid-rise residential development would be in keeping with the types of residential development occurring along Lincoln Boulevard.

Therefore, the interface of physical and operational characteristics of the Mixed Use Project would not substantially conflict with the surrounding land uses. As no physical changes are proposed to occur within the Add Areas, implementation of this component of the Project would have no land use compatibility impacts. Further, the Project would not result in the division, disruption or isolation of an existing established community or neighborhood. Impacts regarding the surrounding uses would be less than significant.

(c) Impacts Regarding Coastal Resources

The proposed Project is located within the California Coastal Zone. As such, the development of the proposed Mixed Use Project requires a Coastal Development Permit, which would be issued by the City of Los Angeles. As noted in the Setting Section, above, the Palms-Mar Vista-Del Rey Community Plan addresses the Coastal Act through the following:

Goal 18: Preservation of the Scenic and Visual Qualities of Coastal areas.

Objective 18-1 To govern the manner in which the City of Los Angeles implements the California Coastal Act of 1976, as well as the establishment of land uses and their subsequent development.

[12] *There would be an access easement between the Applicant of the Mixed Use Project and the owner of the Marriott Hotel.*

Policy 18-1.1: The location and amount of new development should maintain and enhance public access to the coast.

As the Project lies in an area that does not have an LCP that is certified by the California Coastal Commission, review of the Mixed Use Project for compliance with the CCA is based on the polices established in Chapter 3 of the CCA. Chapter 3 includes policies organized under the following headings: General, Public Access, Recreation, Marine Environment, Land Resources, Development and Industrial Development. Many of the policies are intended to control development uses that vary from those of the proposed Mixed Use Project or environmental settings that are different than those of the proposed Project Site. For example, Article 2 includes policies that pertain to access to the sea, including access from the first public roadway to the sea. Article 4 includes policies that pertain to the protection of Marine Resources. The proposed Project is located east of Admiralty Way (the first public roadway) and then further east of the Lincoln Boulevard corridor (roadway and adjacent development), which creates a barrier between coastally related areas and inland development. Article 5 includes policies that pertain to the protection of land resources such as agricultural lands or sensitive habitat areas (e.g., Section 30240 which protects environmentally sensitive habitat areas and parks and recreation areas.). The proposed Mixed Use Project is an urban infill, redevelopment project on a site without such resources. Article 7 includes policies pertaining to industrial development. The proposed Project does not include any of the industrial uses addressed in these policies.

However, the following policies are of particular relevance to the proposed Mixed Use Project and its site.

For the types and location of uses:

Section 30222: The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreational shall have priority over private residential, general industrial, or general commercial development….

Section 30223: Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

At the same time, accommodation of non-priority uses is addressed in Section 30250 and 30253(5).

Section 30250.a: New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where

> such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources….
>
> Section 30253(5): New development shall: Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.
>
> Section 30252(6): The location and amount of new development should maintain and enhance public access to the coast by …(6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

The Mixed Use Project's proposed residential and commercial uses, while not priority uses, would be consistent with Section 30250.a. The proposed residential uses would consist of infill development amidst an existing developed area. The site of the Mixed Use Project does not contain coastal recreation features nor is it immediately adjacent to such uses. The existing site uses provide commercial support for surrounding inland neighborhoods. The proposed Project Site is located on the eastern side of Lincoln Boulevard. Lincoln Boulevard is a developed commercial strip that acts as a barrier between the proposed Project Site, and Marina del Rey, approximately 1,000 feet to the west. The Project Site is located approximately 1.5 miles east of the shoreline. The nearest uses that are related to coastal resources and recreation are located adjacent to Marina del Rey, along Admiralty Way, west of Lincoln Boulevard. Therefore, the site is not well suited for providing uses that support the visitor and recreational facilities that are located to the west of both Lincoln Boulevard and Admiralty Way. The Marriott Hotel within the Add Area adjacent to, and south of, the site of the Mixed Use Project supports nearby coastal activities. While the pedestrian and automobile movements to Lincoln Boulevard for hotel guests would require rerouting relative to existing travel patterns, accessibility to the Marina would be functionally unchanged.

The proposed Project would not alter any roadways in the area, nor affect any pedestrian walkways or bike trails. The Project would also not eliminate any off-site public parking that is provided for coastal access uses. The Mixed Use Project's additional trip generation would contribute to traffic levels along nearby roadways, Maxella Avenue and Lincoln Boulevard in particular. However, such additional traffic would not preclude the use of those roadways for continued coastal access.[13] Therefore, the Project would not affect accessibility to the coast. The

[13] *The impacts on traffic flows pursuant to LADOT criteria is addressed in Section IV.C, Traffic, Circulation and Parking.*

proposed Mixed Use Project has included on-site recreation facilities for the use of its residents. Thus, the use of the nearby coastal resources by Project residents would occur only to the extent that the population contributes to the regional population, so the Project would not overload nearby coastal recreation areas. Development in nearby Marina del Rey is pursuant to a certified LCP which addresses future recreational uses within the unincorporated Los Angeles County portion of Marina del Rey, which lies fully west of Lincoln Boulevard.

For scenic and visual qualities:

> Section 30251: The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

The proposed Project would be located inland of the coast in an area that does not offer public or private views of the ocean, or any scenic coastal areas. The site is not located within or adjacent to any natural landforms that contribute to the visual quality of the area. As infill development, the Mixed Use Project would be compatible with nearby land uses in the area. The development would replace commercial uses with residential and commercial uses. Therefore, the Project would not adversely affect coastal scenic resources. As no physical changes are proposed to occur within the Add Areas, implementation of this component of the Project would have no impacts relative to the CCC. Based on the proceeding analysis, it is concluded that Project development would have a less than significant impact on coastal resources.

For air quality impacts:

> Section 30253(3): New development shall …. Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development.

The Project impacts on air quality and air quality plans are addressed in Section IV of this Draft EIR. As indicated, overall, operation of the proposed Project would be consistent with the SCAQMD's Air Quality Management Plan (AQMP), as the proposed Project would not cause or worsen an exceedance of an ambient air quality standard, would not delay the attainment of an air quality standard, is consistent with the AQMP's growth projections, implements all feasible air quality mitigation measures, and would be consistent with the AQMP's land use policies.

4. CUMULATIVE IMPACTS

The related projects list includes no projects in the immediate vicinity of the proposed Project Site, and no projects that would change the land use relationships discussed in the analysis of land use impacts discussed above. Notwithstanding, there are a few related projects that are of particular note.

Related Project 22, Marina del Rey Development, includes a large amount of mixed-use development (2,802 dwelling units, 1,602 hotel rooms, 439,958 sq.ft. of retail/office/warehouse uses, a 2-acre park, 645 sq.ft. parking structure, and 306 sq.ft. of dry boat storage). All of this development is consistent with, and reviewable under the LUP/LCP for the Marina del Rey area that has been certified by the California Coastal Commission. Uses proposed as part of this related project are all in keeping with the Marina Del Rey's current character and its regional role as a recreation and visitor oriented community. While development under this related project would increase density within Marina Del Rey, it would not alter any land use relationships in the Project area.

Related Project 23, Playa Vista First Phase development, is a large project that is in-filling a previously undeveloped area at the base of the Westchester Bluffs. It is located approximately 1.5 miles south of the proposed Project. Its uses along Lincoln Boulevard include residential development that is similar to other such development that has recently occurred along Lincoln Boulevard, and office space that contributes to the mixed-use character of Lincoln Boulevard. These uses contribute to the role of Lincoln Boulevard as described above, and would not alter land use relationships in proximity to the Project site.

Related Projects 2 through 7 are comprised of six apartment complexes with a total of 352 units. These developments are anticipated to be typical of the existing residential development along Glencoe Avenue (3 to 4 stories) that is discussed above. Other related projects are smaller projects dispersed over a larger area that are also of an infill nature.

The proposed Project's land use impacts occur in the context of the site's immediate vicinity and role in the overall regional form. This context would not be altered in a way that affects the proposed Project's land use impacts, and the Project would not contribute to adverse land use impacts, in combination with any related projects. The proposed Project would not combine with any of the related projects to cause an effect that would be incompatible with the existing land use plans, policies and regulations intended to prevent an impact to the environment. Therefore, cumulative impacts regarding the regulatory framework would be less than significant. The proposed Project would not combine with any related projects in a manner that would cause the interface between the combined projects and adjacent uses to have a conflict with the physical and operational characteristics of the adjacent uses nor the combined

projects to result in the division, disruption, or isolation of an existing established community or neighborhood. Therefore, cumulative impacts relative to the surrounding uses would be less than significant.

5. MITIGATION MEASURES

Impacts of the proposed Project on land use would be less than significant. No mitigation measures are required.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

The proposed Project includes, as Project actions, the amendment of the Project site's Community Plan and zoning classifications. The new designations are consistent with plan policies, current site uses, and changes that have occurred in the Project area. The proposed Mixed Use Project as well as the Add Areas would be in keeping with the proposed plan and zoning amendments. The proposed Project would be compatible with the existing land use plans, policies and regulations intended to prevent an impact to the environment. Therefore, impacts regarding the regulatory framework would be less than significant.

The proposed Mixed Use Project would cause the conversion of a relatively small parcel at the edge of a larger commercial area from straight commercial uses to mixed-use, residential/commercial development. The development would occur within the framework of existing roadways and would not adversely affect the operation of nearby sites. Therefore, the interface of physical and operational characteristics of the Mixed Use Project would not substantially conflict with the surrounding land uses. As no physical changes are proposed to occur within the Add Areas, implementation of this component of the Project would have no land use compatibility impacts. Further, the Project would not result in the division, disruption or isolation of an existing established community or neighborhood. Potential land use compatibility impacts regarding the surrounding uses would be less than significant.

IV. ENVIRONMENTAL IMPACT ANALYSIS
B. VISUAL RESOURCES

1. INTRODUCTION

The following analysis of visual resources addresses both the issues of aesthetics and views. The analysis of aesthetics considers how the proposed Project relates to the visual character of the area within which the Project is located. An area's visual character is defined by both natural (i.e., open spaces, trees or rock outcroppings) and urban features (i.e., structures of architectural significance or visual prominence). The analysis of aesthetics considers the aesthetic values of the proposed Project, the context of the proposed Project within the aesthetic environment, and the impact of the proposed Project on the aesthetic environment. It is important to note that an aesthetics analysis is subjective in that what constitutes aesthetic compatibility varies from person to person.

The analysis of views addresses the extent to which Project development obstructs views of visual resources. Views from both public and private vantage points within and surrounding the Project site are evaluated to determine if an existing view resource would be obstructed, or if its aesthetic value would be diminished by the proposed Project. A view resource is one element of the environment that is visually attractive for one reason or another. Examples of view resources within the Project area include views of the ocean, the Santa Monica Mountains, and the urban skyline of Los Angeles.

In addition to analyzing the physical environment, the analysis presented in this section of the EIR also analyzes the Project in terms of the visual resources policies contained within various City of Los Angeles plans; e.g., the City's General and Community Plans.

The proposed Mixed Use Project includes the demolition of five existing structures and surface parking areas and the construction of a planned, landscaped residential community consisting of 310 condominium units and 9,000 square feet of retail floor area. The Mixed Use Project's retail component would be developed in two spaces consisting of 5,000 and 4,000 square feet, respectively, and potentially would be occupied by businesses such as a florist, café, and/or copying services. Located on the westernmost part of the Villa Marina shopping center, the Mixed Use Project would have frontages on both Maxella Avenue and Lincoln Boulevard. The buildings proposed to be constructed within the site of the proposed Mixed Use Project would be approximately 45 to 70 feet in height, with the higher buildings located along the

Project's Marina Freeway frontage. Parking for the residents and business patrons of the Mixed Use Project would be provided in a mix of subterranean and surface-level spaces.

The architectural character of the proposed Mixed Use Project would be of a contemporary style. Lighting would be incorporated into the design to add decorative highlights to the building façade. To further enhance the aesthetics of the Mixed Use Project, exterior and interior landscaping would be provided. Exterior landscaping would include parkways, planters, and street trees. Planting materials would be consistent with the vegetation used in the surrounding community and nearby open spaces. Interior landscaping would complement the building's contemporary design and provide the residents, visitors, and business patrons with aesthetically pleasing open spaces.

The Add Areas are located at the northwest corner and south of the Mixed Use Project. Two structures, a Marriott Hotel and a Union 76 Gas Station currently occupy the two parcels that comprise the Add Areas. No physical development is proposed within the Add Areas.

2. ENVIRONMENTAL SETTING

a. Existing Visual Environment

The analyses of aesthetics and views starts with an identification of the visual resources that are present within, or can be seen from, the Project area, as well as identifying the locations from which these visual resources can be seen.

(1) Aesthetics

Existing visual resources that contribute to the aesthetic character of the area include buildings in the vicinity of the Project Site, some of which display notable architecture, including the 19-story high-rise Water Terrace residential apartment buildings located west of the Project Site and west of Lincoln Boulevard. Views of Marina del Rey and the Pacific Ocean are considered to be visual resources present within the Project area.

A review of the Project Site and the surrounding land uses serves as a baseline on which it can be determined the degree to which the proposed Project would interfere with or detract from the existing aesthetic or visual character of the area. Located on the western edge of the Villa Marina shopping center, the Project Site is bordered by Lincoln Boulevard on the west, State Route 90 (Marina Freeway) on the south, and Maxella Avenue on the north. The site is located approximately 900 feet east of Los Angeles County's Marina del Rey Small Craft Harbor (Marina) and 1.5 miles east of the Pacific Ocean. The topography of the Project area is

predominately flat. The Project area is highly urbanized and is devoid of any natural features other than those previously identified. Access to the site of the Mixed Use Project currently occurs along an access road with ingress and egress from Maxella Avenue, just east of Lincoln Boulevard. A second access driveway is located on Lincoln Boulevard. None of the roadways adjacent to, or in the vicinity of, the Project Site are designated as a scenic highway on the Scenic Highways Element of the City of Los Angeles General Plan.[14]

The aesthetic character of the site of the Mixed Use Project is that of an urban outdoor shopping center that is currently occupied with five individual structures supported by surface parking. Approximately 75 percent of the site of the Mixed Use Project is used for surface parking. Some vegetation exists along the building façades and in landscaped parking islands scattered throughout the surface parking area. This limited landscaping consists of grass and non-native trees. The primary trees present on the site of the Mixed Use Project are palm trees.

The five buildings proposed to be demolished on the site of the Mixed Use Project have different architecture and varying heights and color schemes, which has led to a somewhat discontinuous appearance. Two of the five buildings front Maxella Avenue. One of the buildings is occupied by a restaurant, whereas the other building is currently vacant, but was last occupied by another restaurant. The building within which the currently open restaurant is located is one story in height with a pitched red tile roof; the vacant building is also one story in height with a flat roof. Fronting Lincoln Boulevard, the remaining buildings proposed to be demolished consist of a recently constructed, contemporary, two-story commercial building occupied by a Kinko's, a one-story restaurant, and a one-story fast-food restaurant. The architecture of the two restaurant buildings is typical of the nationally recognized restaurant chains that are located within these structures (i.e., Marie Callender's and Carl's Jr.). Free-standing and illuminated wall-mounted signs identify the uses within these structures. Combined, the existing structures proposed to be demolished provide a total of 30,000 square feet of retail and restaurant space. An aerial view of the Project area identifying the site of the Mixed Use Project, the Add Areas and some of the surrounding land uses is presented in Figure 10 on page 61 in Section IV.A, Land Use.

Adjacent to the Project Site to the east is the balance of the Villa Marina shopping center. The shopping center consists of approximately 25 acres, of which 21 acres would remain occupied by existing retail and medical office uses. A Union 76 Service Station is located on one of the two Add Areas adjacent to the site of the Mixed Use Project to the west at the southeast corner of the Lincoln Boulevard and Maxella Avenue. Land uses located further to the

[14] *City of Los Angeles Department of City Planning – Citywide Transportation Section, Scenic Highways Map, June 1998.*

north of the Project Site across Maxella Avenue consist of a small retail shopping center (Marina Center) and the Marina Marketplace shopping center.

A variety of retail, restaurant and commercial uses occupy the two-story Marina Center building located at the northeast corner of the Maxella Avenue and Lincoln Boulevard. A surface parking lot located within the southwest portion of the Marina Center site contains a limited amount of ornamental landscaping. The architectural style of the Marina Center building is that of an older strip center with minor articulation that provides minimal aesthetic value to the area. The building levels are stacked vertically rather than stepped back. A total of 22 wall-mounted signs, of which 12 are illuminated, front Lincoln Boulevard and Maxella Avenue and identify the uses within the Marina Center. The signage varies in size, but is generally of sufficient size and quantity as to dominate the visual appearance of the development. Pedestrian and security lighting is also present within the Marina Center.

Located east of the Marina Center, across Del Rey Avenue, is the Marina Marketplace shopping center. The center is occupied by retail, restaurant, and commercial recreational uses in a single, two-level structure that extends the entire block from Del Rey Avenue to Glencoe Avenue. The architecture of the rectangular Marina Marketplace building is more contemporary and contains more articulation that the Marina Center building. Pedestrian access occurs on both the first and the second levels, with access to the first level occurring directly from Maxella Avenue. A covered exterior stairway located on Maxella Avenue provides access to the second level. The limited landscaping associated with this development occurs along Maxella Avenue and is primarily limited to street trees. Illuminated wall-mounted signs, which face Maxella Avenue, are located on both the ground and second floors and identify the uses within the shopping center. Signage occurs along the building frontage along Maxella Avenue and Glencoe Avenue, although it does not dominate the appearance of the structure. The density of signage along the façade of the Marina Marketplace is considerably less than along the facade of Marina Center. Other artificial light sources to the north of the Project Site include streetlights, as well as pedestrian and security lighting. Photograph No. 1 in Figure 12 on page 86 depicts a view of the Marina Marketplace shopping center and the street frontage along Maxella Avenue.

Situated at the northeast corner of the Glencoe and Maxella Avenues intersection is a four-story apartment building (Tierra del Rey Apartments). This newly constructed apartment building is designed in a Mediterranean architectural style, with access provided from Glencoe Avenue. The upper levels of the building are stacked vertically rather than stepped back from the ground level. A notable amount of ornamental landscaping is provided along the façade of the apartment building, giving the development a somewhat green appearance. Artificial lighting emanating from this structure is limited and is typical of that of other residential buildings in the area. A photograph of the apartment building taken from the southeast corner of the Glencoe Avenue and Maxella Avenue intersection is presented in Photograph No. 2 in Figure 12.

Photograph 1: View of a portion of Marina Marketplace Shopping Center that extends from Del Rey Avenue to Glencoe Avenue.

Photograph 2: View of the multi-family apartment building located at the northeast corner of the Glencoe Avenue and Maxella Avenue intersection.

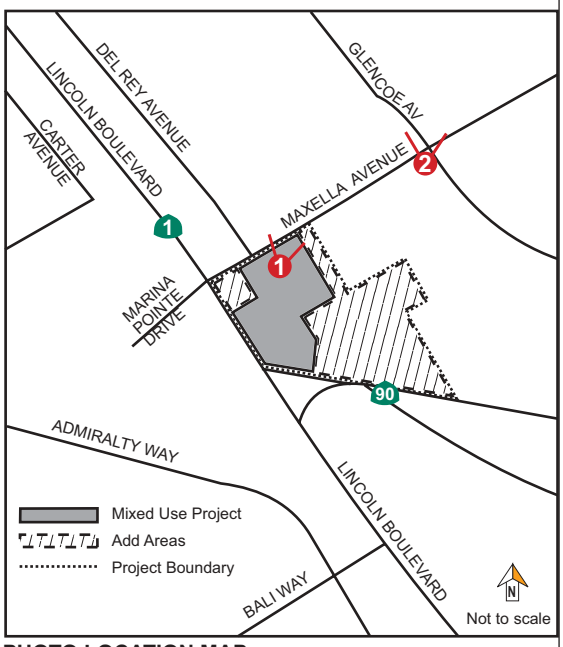


PHOTO LOCATION MAP

PCR

Figure 12
Views of the Buildings to the North of the Project Site

Source: PCR Services Corporation, 2004

Photograph No. 3 in Figure 13 on page 88 depicts a view of the west façade of the two-story structure adjacent to the Project Site to the east that contains retail and medical office uses. This structure is within the portion of the Villa Marina shopping center that is not proposed for development as part of the Project. Surface parking separates the site of the Mixed Use Project from this structure. The structure is contemporary in design with wall-mounted signage identifying the uses within the structure. A portion of this structure is cantilevered above the first floor as shown in Photograph No. 3. There is no landscaping located along the façade of the building facing the Project Site. The wall-mounted signage on the north and east façade of the building nearest to Maxella Avenue is illuminated. Further east of this structure, also within the portion of the Villa Marina shopping center not proposed for development as part of the Project, is a retail and commercial building with various entertainment, restaurant, and retail businesses. The one-story contemporary structure has a flat roof with green trim. A pedestrian walkway fronts Glencoe Avenue. There is a limited amount of ornamental landscaping located along the pedestrian walkway in pots and other containers. A two-story bookstore, which is located on a separate building pad is located at the southwest corner of the intersection of Maxella and Glencoe Avenues, are part of the overall Villa Marina shopping center. The structure is also contemporary in design with a flat roof. Some ornamental landscaping is provided along the building façades and in parking areas surrounding this building. Artificial light emanating from areas east of the Project Site consist of illuminated wall-mounted signage and street and parking lot lighting, as well as pedestrian and security lighting.

Further east of the Project Site on the east side of Glencoe Avenue is a multi-family residential community including, but not limited to, the Villa Velletri development. The attached two-story residential structures are constructed with a wood finish with wood shingle roofs in a contemporary design. As shown in Photograph No. 4 in Figure 13, dense landscaping is present within this multi-family residential community. Access is provided via Glencoe Avenue. Artificial lighting is relatively limited and is typical of that of other residential uses in the area.

Situated to the southeast of the Project Site, immediately adjacent to the Villa Marina shopping center on one of the two Add Area parcels, is a five-story Marriott Hotel. Connected to the hotel is the one-story Marriott Courtyard Café and Lounge. Photograph No. 5 in Figure 14 on page 89 presents a view of the Marriott Hotel and café looking south from within the site of the proposed Mixed Use Project. The upper levels of this tan and green L-shaped hotel are stacked vertically and are not set back above the first floor. Balconies on the upper levels of the hotel face the site of the proposed Mixed Use Project. There is a limited amount of landscaping present along the façade of the hotel. Pedestrian and security lighting is present at the entrance to the hotel and café. South of this structure is the Marina Freeway. Landscaping, which provides some separation from the Marina Freeway, is located along the southern property line of the Marriott Hotel. Located on the far side of the Marina Freeway is a car dealership.

Photograph 3: View of the west facade of the two-story Villa Marina Shopping Center structure located east of the Project Site.

Photograph 4: View toward the multi-family residential community located east of the Project Site on Glencoe Avenue.

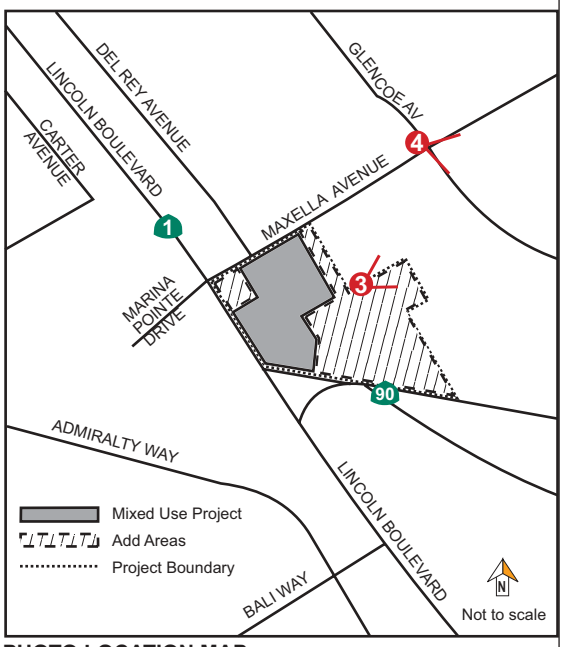


PHOTO LOCATION MAP

PCR

Figure 13
Views of the Buildings to the East of the Project Site

Source: PCR Services Corporation, 2004

Photograph 5: View of the Marriott Courtyard Hotel and Cafe and Lounge building on the Add Area located south of the Mixed Use Project.

Photograph 6: View of Thai restaurant to be demolished and the high-rise residential apartment buildings located west of the Project Site.

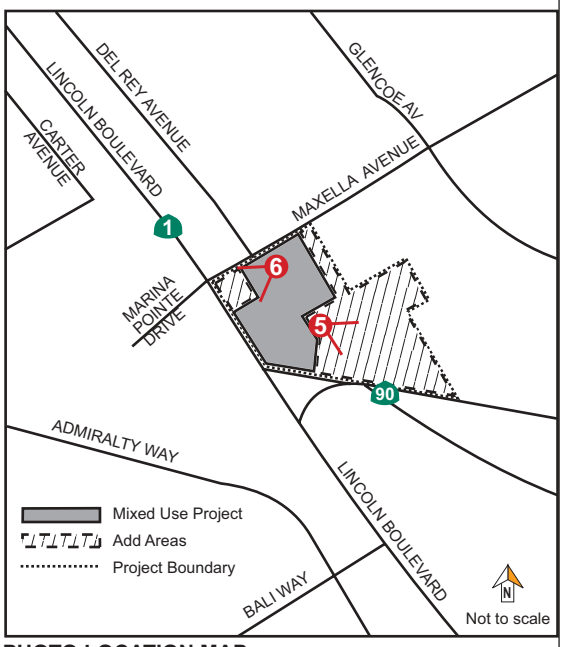


PHOTO LOCATION MAP

PCR

Figure 14
Views of the Marriott Hotel and High-Rise Apartment Buildings

Source: PCR Services Corporation, 2004

The area west of the Project Site across Lincoln Boulevard and south of the western terminus of Maxella Avenue consists of high-rise, multi-family apartment buildings (e.g., Water Terrace Apartments) and a supermarket. The modern Water Terrace apartment complex is 19 stories in height and is set back from Lincoln Boulevard. Landscaping is provided at the entrance to these apartment buildings. Artificial light is relatively limited and is typical of high-rise residential apartment buildings. Located to the south of these residential apartment buildings is a one-story supermarket building. The design of the supermarket is typical of other supermarkets. Parking for the supermarket is provided to the south of the structure. Access to the supermarket parking lot is provided via Lincoln Boulevard. Another modern high-density, multi-family apartment building (Marina Pointe Apartments) is situated north of the western terminus of Maxella Avenue on the west side of Lincoln Boulevard. Unlike the Water Terrace apartment buildings, the Marina Pointe apartment building has been constructed to the property line. A limited amount of landscaping is present along the façade of this structure. Photograph No. 6 in Figure 14 depicts a view of these high-rise residential apartment buildings from within the site of the Mixed Use Project. The Thai restaurant that would be demolished as part of the Project is visible in this photograph.

In summary the structures in the Project area range from one to 19 stories in height. In addition to the varying heights, the architectural styles of the buildings are also considerably different. In general, the commercial structures tend to be older in age, while the residential structures are newer and designed in either a Modern or Mediterranean architectural style. Parking for the commercial uses in the area generally occurs via surface parking lots, that are often quite large in area and as such are a major component of the area's visual environment. Landscaping in the area is limited, due to the highly urbanized nature of the Project area. Signage is a strong element of the visual environment and artificial light sources occur at both the ground level and at higher building elevations, with the intensity of artificial lighting associated with the commercial uses being quite noticeable.

(2) Views

The views analysis focuses on valued view resources that occur from a public or private vantage point or view location. Environmental impacts occur when valued views are partially or substantially or wholly obstructed by a modification of the environment (e.g., grading, landscaping, construction of structures, etc.). The State of California and the City of Los Angeles have formally acknowledged the value of access to visual resources.[15] Valued views in

[15] *California Government Code Section 65302, which permits the Land Use Element of a General Plan to make provision for protection of aesthetic resources and views; Nollan v. California Coastal Commission, 483 US 825 (1987) where view protection was identified as a legitimate government interest; and the City of Los Angeles 1979 Scenic Highway Plan where views of aesthetic resources are identified as meriting protection and enhancement.*

the Project area consist of views of the Santa Monica Mountains, the marina within Marina del Rey and the Pacific Ocean. A distinction is drawn in this analysis between public and private vantage points in order to identify the different categories of viewers affected. Public vantage points are publicly accessible areas, such as streets, freeways, parks, and vista points. Private vantage points are areas located on private property, which bring specific enjoyment of views to residents or which contribute to the aesthetic value of a non-residential property.

(a) Public Vantage Points

Views of the Project Site from public vantage points are limited to those that occur from the public street and freeway corridors approaching or adjacent to the Project Site. In the Project vicinity these roadways include Lincoln Boulevard, Maxella Avenue, Glencoe Avenue, Del Rey Avenue, and the Marina Freeway (State Route 90). Public views from these streets and freeway vantage points can be characterized as urban in nature and are largely confined to the land uses lining these roadways, due to the flat topography and the existing structures within the area. As such, public views of Marina del Rey and the Pacific Ocean are not visible from the roadways adjacent to the Project Site.

Private views of the Project Site from within the four-story apartment building (Tierra del Rey Apartments) situated at the northeast corner of the Glencoe Avenue and Maxella Avenue intersection are limited due to the existing structures within the portion of the Villa Marina shopping center located across Glencoe Avenue from these apartments. Likewise, private views of the Project Site from the multi-family Villa Marina and Villa Velletri residential developments located on the east side of Glencoe Avenue are generally not available for the same reason. The two-story Villa Marina structure containing the Good Guys retail store, the Tower Records, and the Maxella Dental Group offices, as well as the two-story Barnes and Nobel Bookstore located to the east of the Project Site, block views of the Project site from these locations. There are limited private views of the Project site from within these Villa Marina shopping center structures, and from the one-story shopping center building also located to the east of the Project site.

The five-story Marriott Hotel and the one-story Marriott Courtyard Café and Lounge situated south of the site of the Mixed Use Project, on one of the two Add Areas, have private views of the site of the Mixed Use Project from certain vantages. Similarly, the easterly-facing units within the high-rise, multi-family apartment buildings (Water Terrace Apartments and Marina Pointe Apartments) on the west side of Lincoln Boulevard situated north and south of the western terminus of Maxella Avenue have views of the site of the Mixed Use Project. These high-rise residential apartment buildings block views of Marina del Rey and the Pacific Ocean from the Project Site.

b. Policy and Regulatory Environment

(1) City of Los Angeles Urban Design Policies

(a) City of Los Angeles General Plan Framework

The City of Los Angeles General Plan Framework provides insight as to the City's vision for future development of the City. While the Framework Element does not directly address the design of individual neighborhoods or communities, it embodies neighborhood design policies and implementation programs that guide local planning efforts, thereby laying the foundation upon which the City's community plans can be updated.[16]

The Land Use chapter of the General Plan Framework establishes categories of land use whose locations are generally depicted on a Long-Range Land Use Diagram (Diagram) that broadly describe the ranges of intensity/density, heights, and lists of typical uses. The definitions of these categories reflect a range of land use possibilities found in the City's already diverse urban, suburban, and rural land use patterns. The diagram depicts generalized locations as it reflects a conceptual relationship between land use and transportation. The Project site is not located within a designated land use category based on the Long Range Land Use Diagram in the General Plan Framework. Notwithstanding, urban form objectives and policies of the General Plan Framework of relevance to the proposed Project include:

- Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods (Objective 5.2),
- Encourage the development of community facilities and improvements that are based on need within the centers and reinforce or define those neighborhoods (Objective 5.4),
- Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm (Objective 5.5), and
- Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day (Objective 5.9).

[16] *General Plan Framework, Urban Form and Neighborhood Design.*

(b) Palms-Mar Vista-Del Rey Community Plan

The proposed Project is located in the Palms-Mar Vista-Del Rey Community Plan area of the City of Los Angeles and, as such, is subject to the Community Plan design guidelines contained therein, which implement the Urban Form goals of the City's General Plan Framework. The design policies of the Community Plan establish the minimum level of design that shall be observed in multiple residential, commercial and industrial projects within the Community Plan area.[17] Pertinent Community Plan policies intended to implement the urban form policies of the General Plan Framework, applicable to multi-family residential projects, include the following:

Site Planning

- All new development projects shall include a site plan which includes the site layout, an arrangement and design of buildings, circulation, vehicle and pedestrian access, loading areas, landscaping, lighting, signage, and the proposed use.

Building Design

- Require the use of articulations, recesses, or perforations of surfaces to break up long, flat building façades with varying rooflines;
- Use complimentary building materials, textures and color in building façades;
- Incorporate varying design to provide definition to each floor and uniformity of detail, scale and proportions;
- Integrate building fixtures, awnings, security gates or wall/fence into the design of the building;
- Screen all rooftop equipment and building appurtenances from public view; and
- Require decorative masonry walls to enclose trash.

Landscaping

- Provide attractive views and visual relief from the building mass;
- Enhance and compliment the building;

[17] *City of Los Angeles Department of Planning, Palms-Mar Vista-Del Rey Community Plan Community Plan, page V-1.*

- Buffer other land uses;
- Include appropriate planting material including trees, shrubbery and flowering plants, and
- Provide useable open space for outdoor activities, especially for children.

Mixed Use

- Maximize commercial uses on the ground floor by requiring 10 percent of commercial development to serve the needs of the residential portion of the building.

Community Design and Landscaping Guidelines

The Palms-Mar Vista-Del Rey Community Plan also establishes urban design goals to enhance the community's identity through improvements to the streetscape and landscaping in public places and rights-of-way. The following guidelines are intended to improve the quality of the environment, aesthetically and physically, as opportunities arise in the community that include private projects that affect public spaces and rights-of-way. Pertinent Community Plan policies intended to carry out urban form policies of the General Plan Framework, applicable to individual projects, include the following:

- Select street trees that enhance the pedestrian character, and convey a distinctive high quality visual image for the streets, are drought and smog-tolerant, and fire resistant and complement existing street trees;
- Provide for the installation of street trees along public sidewalks defining the types and spacing in accordance with the City's Street Tree Master Plan;
- Install street furniture that encourages pedestrian activity or physical and visual access to buildings and which is aesthetically pleasing, functional, and comfortable, including such elements as bus and pedestrian benches, bus shelters, trash receptacles, bicycle racks, landscaped planters, drinking fountains, and bollards;
- Establish a consistent design for all public signage, including fixture type, lettering, colors, symbols, and logos designed for specific areas or pathways;
- Provide for distinctive signage which identifies principal entries to unique neighborhoods, historic structures and districts, and public buildings and parks; and

- Ensure that public signage complements, and does not detract from adjacent commercial and residential uses.

(2) Signage Regulations and Policies

The City of Los Angeles regulates the placement, construction and modification of all exterior signs and sign support structures through Division 62 (Building Code) of the City of Los Angeles Municipal Code (LAMC). Building permits must be obtained from the Department of Building and Safety for any proposed signs, and electrical permits must be obtained for signs illuminated by electrical lighting. Specific LAMC requirements and restrictions are dependant on signage type. However, general constraints on design, construction, materials, potential for hazard to traffic, and determination of such hazard are applicable. No sign or sign support structure shall be permitted which would interfere with the safe and efficient operation of vehicles upon a street or freeway, or which create a condition endangering the safety of persons.

Pursuant to Division 62 (Building Code) regulations of the City of Los Angeles Municipal Code (LAMC), no sign shall be arranged and illuminated to produce a light intensity greater than three foot-candles above ambient lighting, as measured at the property line of the nearest residential zone. Signage cannot contain flashing, mechanical, and strobe lights or permanent posters, banners, ribbons, streamers or spinners. Supergraphic signs are prohibited (except where permitted by specific plan, supplemental use district, or an approved development agreement). Supergraphic signs consist of an image projected or printed onto a wall. Any modification of the city's sign regulations must be reviewed and approved by the Board of Building and Safety Commissioners according to code-specific criteria.

3. PROJECT IMPACTS

a. Methodology

The analysis of visual resources will address all actions occurring within the Project Site. As no physical changes are proposed for the Add Areas, there is no potential for aesthetic or view impacts to occur. This also includes the proposed lot line adjustment that would relocate the Marriott Hotel access driveway to the eastern edge of the site of the Mixed Use Project. Therefore, the analysis presented below focuses on the impacts of the proposed Mixed Use Project.

(1) Aesthetics

The analysis of aesthetics is based on the following three-step process:

Step 1: Describe the height, massing, and general configuration of the proposed buildings; the Project's proposed architectural style; open space and proposed landscaping treatments around the Project edges; and proposed on-site artificial light sources.

Step 2: Compare the resulting appearance to the existing site appearance and character of adjacent uses and determine whether and/or to what extent a degrading of the visual character of the area could occur (considering factors such as changes in the appearance of natural features and open space, and the blending/contrasting of new and existing buildings given uses, density, height, bulk, setbacks, signage, etc.); and

Step 3: Compare the anticipated appearance to standards within existing plans and policies which are applicable to the Project Site (regulatory analysis).

(2) Views

The analysis of views considers the view resources in the area and from where these view resources could be seen. These elements were evaluated to determine whether views of existing resources would be altered, and whether the view of a particular visual resource would be obstructed. Potential alterations to existing views are compared to existing view conditions. The analysis also considers whether there would be Project features which would enhance viewing conditions through the creation of new resources or new view locations, and whether the proposed Project includes design features which would offset or mitigate specific impacts.

To determine whether a potentially significant view impact would occur, the following three-step process is used:

Step 1: Identify the potential obstruction of view resources (attractive visual features) as a result of development on the Project Site. The analysis reflects the perspective that any obstruction of a view resource would constitute a change in the environment and would be considered an adverse impact regardless of the effect on the overall view.

Step 2: Evaluate whether a potential obstruction would substantially alter the view. The "Substantiality" of a view alteration is somewhat subjective and dependent on many factors. In this case an obstruction in the view of a particular view resource is considered substantial if it exhibits the following traits: (1) the area viewed contains a valued view resource; (2) the obstruction of the resource covers more than an incidental/small portion of the resource; and (3) the obstruction would occur along a public view area, or would affect more than a small number of private locations. Where these factors are clearly present, or could be reasonably argued to be present, the impact was considered substantial.

Step 3: Consider whether the proposed Project includes design features which offset the alteration or loss of views of a valued view resource. To be considered as a mitigating factor for a particular adverse view impact, a design feature would need to lessen the Project's impact for viewers of the specific view which was adversely affected.

b. Significance Thresholds

(1) Aesthetics

Based on the factors set forth in the City of Los Angeles CEQA Thresholds Guide (1998, p. L.1-3), which addresses issues identified in Appendix G of the State CEQA Guidelines, the proposed Project would have a significant impact on aesthetics, if:

- The proposed Project would substantially alter, degrade or eliminate the existing visual character of the area, including valued existing features, natural open space or other valued resources;
- The Project would substantially contrast with the visual character of the surrounding area and its aesthetic image; or
- The implementation of the proposed Project would preclude the attainment of existing aesthetics regulations as expressed in applicable City planning and zoning documents.

(2) Views

Based on the factors set forth in the City of Los Angeles Draft CEQA Thresholds Guide (1998, p. L.1-3), the proposed Project would have a significant impact on views, if:

- Project development would substantially obstruct an existing view of a valued view resource from a public location or affect more than a small number of private locations.

c. Analysis of Project Impacts

(1) Project Design Features

Development of the proposed Mixed Use Project involves the construction of a planned, landscaped residential community consisting of 310 condominium units in a proposed mix of 60

one-bedroom, 190 two-bedroom, and 60 three-bedroom units. As part of the proposed Mixed Use Project, residents would be provided with several amenities including a community meeting room, a swimming pool and/or spa, and an exercise room. Additionally, the Mixed Use Project's commercial component would include 9,000 square feet of floor area that would be developed in two spaces consisting of 5,000 and 4,000 square feet, respectively, to potentially be occupied by a florist, café, and/or copying services.

The Mixed Use Project would have frontages on both Maxella Avenue and Lincoln Boulevard and is proposed to be approximately 45 to 70 feet in height, with a varying roofline that would articulate by as much as 25 feet. The proposed mixed use development would be 70 feet in height along the Lincoln Boulevard, Maxella Avenue and the Marina Freeway frontages with the top floor stepped back along Maxella Avenue. Commercial uses are proposed in a ground floor setting that would front Maxella Avenue with signage that would extend along both Maxella Avenue and Lincoln Boulevard. Parking for the residents and business patrons would be developed in a mix of subterranean and surface-level spaces with capacity for up to 691 vehicles. Ingress and egress for residential and business patrons, as well as delivery vehicles, is proposed via Maxella Avenue, where residents would have access into "resident only" parking via garage gates with an electronic permission feature. Additionally, restricted access doors and gates shall further enhance resident security in conjunction with nighttime lighting.

The architectural character of the proposed development would be in a contemporary style with colors and details that compliment the adjacent land uses. Lighting would be incorporated into the design of the proposed Mixed Use Project to add decorative highlights to the building façade. The proposed landscape program would compliment the new buildings while providing much needed greenery in an area currently landscaped with minimal parking lot greenery. The Mixed Use Project's landscape program would include exterior and interior landscaping. Exterior landscaping would include parkways, planters, and street trees where planting materials would be consistent with the vegetation used in the surrounding community and nearby open spaces. Interior landscaping would compliment the building's contemporary design and provide the residents, visitors, and business patrons with aesthetically pleasing open spaces.

(2) Project Impacts

(a) Aesthetic Impacts

The impact of the proposed Mixed Use Project on aesthetics is evaluated in terms of the following: (1) the contrast between proposed and existing features of the area's aesthetic image; (2) the degree to which the proposed Project would detract from the existing aesthetic style or image of the area, due to density, height, bulk, setbacks, signage, and artificial light; (3) the

degree to which the proposed Project could contribute to the area's aesthetic value; and (4) Project consistency with the applicable aesthetic guidelines and regulations set forth in the City's plans and zoning code.

(i) Construction

Construction of the proposed Mixed Use Project would involve the demolition of the five on-site structures and the removal of the existing asphalt parking areas. All on-site trees would be removed to make way for construction of the proposed Mixed Use Project. In addition, street trees adjacent to the site of the Mixed Use Project site could be removed during site clearance. The removal of street trees would detract from the visual character of the area and would create a potentially significant aesthetic impact. However, the Mixed Use Project's conceptual design includes landscape plantings along the perimeter of the site that would be an improvement over existing conditions and any street trees that would need to be removed for construction purposes would be replaced, per standard City requirements (LAMC Section 1708.F).

Following site preparation activities would be the development of the proposed structures. Project construction activities at the site of the Mixed Use Project are expected to involve the placement of temporary barriers (i.e., fencing) designed to screen the Mixed Use Project's construction activity from adjacent streets and sidewalks. Where structural heights require it, a temporary covered pedestrian walkway would be provided to ensure adequate pedestrian safety and access. Pedestrian walkways and construction fencing are generally not aesthetic structures and could potentially serve as targets for graffiti, if not appropriately monitored. The Applicant for the Mixed Use Project would contract with a graffiti removal company and would monitor the construction site. Although construction activities could temporarily degrade the visual character of the area, thereby constituting a significant impact, such activities would be short-term and, if mitigated and appropriately monitored, the aesthetic impacts of construction would be less than significant.

(ii) Operation (Post-Construction)

As previously discussed, five individual buildings and surface parking presently occupy the site of the Mixed Use Project. The five buildings have varying architecture, heights, and color schemes. The demolition of these structures, and the construction of a planned, landscaped residential community consisting of 310 condominium units that includes 9,000 square feet of commercial floor area represents a substantial change as perceived from adjacent roadways relative to existing conditions. However, the existing structures and surface parking lots that will be removed feature minimal landscaping and offer limited aesthetic value to the area. As discussed in subsection IV.3.c.(1), Project Design Features, the architectural character of the proposed Mixed Use Project would be of a contemporary style with colors and details that

compliment the Mixed Use Project's proximity to the ocean and the surrounding urban development. Lighting incorporated into the design of the proposed Mixed Use Project would add decorative highlights to the building façade. In addition, the proposed interior and exterior landscaping would compliment the building's contemporary design and provide the residents, visitors, and business patrons with aesthetically pleasing open spaces in addition to reducing the amount of visible surface parking. The resulting appearance of the site of the Mixed Use Project with the implementation of the proposed design features would not only reduce potential aesthetic impacts, but also improve the aesthetic image of the site of the Mixed Use Project.

In addition, the height, bulk and scale of the proposed structures within the Mixed Use Project would not substantially contrast with the visual character of the existing residential and commercial development in the Project area. High density, multi-story residential structures exist to the east and west of the Project Site. Although the commercial structures in the Project area tend to be two-story in height, the most visible structures in the Project area are the 19-story residential apartment buildings located to the east of the Project Site at the western terminus of Maxella Avenue. Furthermore, the exterior architecture and proposed landscaping incorporated into the design of the Mixed Use Project would enhance the architectural character of the Project Site and complement the surrounding urban development.

The existing visual resources that contribute to the aesthetic character of the area include views of the ocean, the Santa Monica Mountains, and the urban skyline of Los Angeles. High density, multi-story residential structures exist to the east and west of the Project Site. In addition, a substantial number of commercial structures are also located to the north and south of the Project Site. The proposed density, height and bulk of the structures proposed under the Mixed Use Project would not substantially contrast with the visual character of the surrounding area, since the proposed structures would be consistent in scale with the existing residential and commercial development in the Project vicinity. Therefore, the Mixed Use Project would not contrast with the features in the area that represent the area's aesthetic image. As such, construction of the proposed Mixed Use Project would result in a less than significant aesthetic impact.

(b) Views

The impact of the proposed Mixed Use Project on views is evaluated in terms of the following: (1) the nature and quality of the view resource; (2) the extent of the obstruction of the view; and (3) the extent to which the proposed Mixed Use Project affects views from public and private roadways. Separate analyses, relative to views from public and private vantage points, are provided below.

(i) Public Vantage Points

The Project Site is located on the western edge of the Villa Marina shopping center bordered by Lincoln Boulevard on the west, State Route 90 (Marina Freeway) on the south, and Maxella Avenue on the north. As previously discussed, the valued visual resources in the Project area consist of views of the marina and the Pacific Ocean. Views from the roadways that border the Project Site can be characterized as urban in nature and are largely confined to the land uses lining the roadway corridors. Views of the identified visual resources are generally not available from the public streets and freeways in the Project area because of the flat topography of the area and the presence of existing intervening structures that block the views of these visual resources. None of the roadways in the Project area are designated as a scenic highway on the Scenic Highways Element of the City of Los Angeles General Plan.

Public views of the Project Site are generally limited to the street and freeway corridors approaching or adjacent to the Project Site. A view toward the Mixed Use Project from Maxella Avenue is presented in Photograph No. 8 in Figure 15 on page 102. The Thai restaurant, the vacant building, and the building occupied by Kinko's that are proposed to be demolished as part of the Mixed Use Project are visible from this public vantage point. Due to the height of the two-story Marina Center and multi-story Marina Marketplace shopping centers, views of the Project Site are obscured from public vantage points north of the Project Site. Public vantages points to the east of the Project Site include areas within the Villa Marina shopping center that are not part of the proposed Project and locations along Glencoe Avenue. The proposed Mixed Use Project would not substantially obstruct a view of a valued view resource from these vantage points, since no such views currently exist. However, the tops of the proposed structures would likely be visible from these public vantage points

Views of the site of the Mixed Use Project from the Marina Freeway are limited due to the existing five-story Marriott Hotel located on one of the two Add Areas, which obscures northeasterly views of the site of the Mixed Use Project from vehicles traveling west approaching the terminus of the freeway at Lincoln Boulevard. The Carl's Jr. fast-food restaurant and the Marie Callender's restaurant on the site of the Mixed Use Project become visible to these vehicles near the Marina Freeway and Lincoln Boulevard intersection. Although the proposed structure would be more apparent from the Marina Freeway, the proposed structures would not obstruct a view of a valued view resource from public vantages south of the Project Site.

The Project Site becomes more visible from Lincoln Boulevard to the west of the Project Site. Photograph No. 9 in Figure 16 on page 103 presents a view toward the Project Site from Lincoln Boulevard. Because the valued views in the Project area consists of views of the Santa Monica Mountains, the marina within Marina del Rey and the Pacific Ocean, which are located

Photograph 7: View toward the Project Site looking south from the Maxella Avenue and Del Rey Avenue intersection.

Photograph 8: View toward the Project Site looking east from the Lincoln Boulevard and Maxella Avenue intersection.

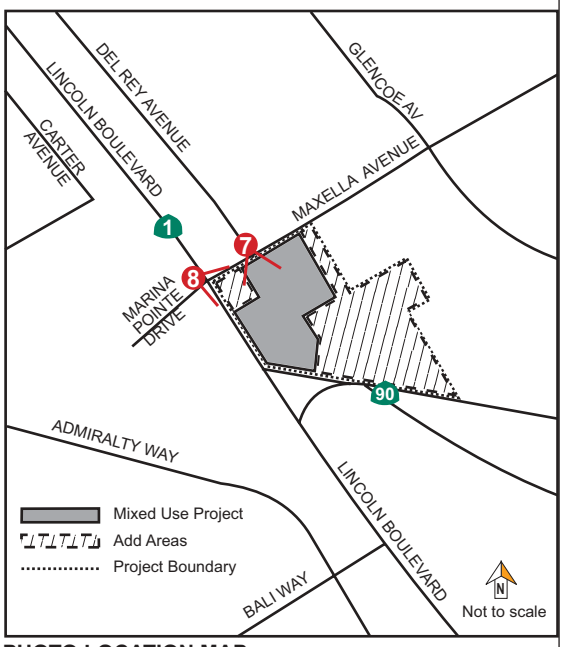


PHOTO LOCATION MAP

PCR

Figure 15
Views toward the Project Site from Lincoln Boulevard and Maxella Avenue

Source: PCR Services Corporation, 2004

Photograph 9: View toward the Project Site looking east from Lincoln Boulevard south of Maxella Avenue.

Photograph 10: View looking west toward the Marina and the Pacific Ocean from Maxella Avenue.

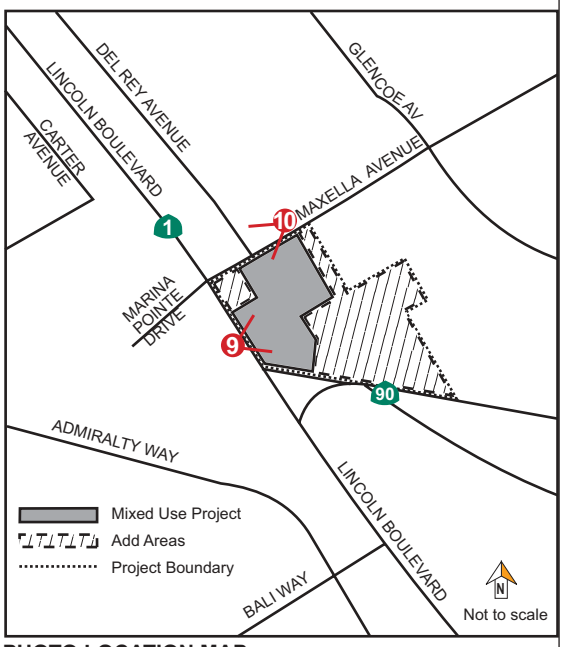


PHOTO LOCATION MAP

PCR

Figure 16
Views toward the Project Site

Source: PCR Services Corporation, 2004

to the north and west of Lincoln Boulevard, respectively, views to the east from Lincoln Boulevard toward the Project Site are not considered valued visual resources.

Although the demolition of the five existing structures, and the construction of a landscaped residential community with some commercial space represents a substantial change as perceived from adjacent roadways relative to the existing conditions, the proposed Mixed Use Project would not obstruct any public views of the valued view resources that exist in the Project area. As such, impacts on views attributable to the proposed Mixed Use Project from public vantage points would be less than significant, and no mitigation measures are necessary.

(ii) Private Vantage Points

Private vantage points of the Project Site from the north consist of locations within the two-story Marina Center shopping center located at the northeast corner of Maxella Avenue and Lincoln Boulevard and from within the multi-story Villa Marina shopping center structure on the north side of Maxella Avenue across from the Project site. Following Project implementation, the approximately 45- to 70-foot-tall structures would obscure views to the south from these shopping centers; however, Project development would not obstruct an existing view of a valued view resource.

Private views of the Project Site from the east include distant views of the Project Site from within the four-story apartment building (Tierra del Rey Apartments) situated at the northeast corner of the Glencoe Avenue and Maxella Avenue intersection (approximately 600 feet east of the Project Site), the multi-family residential developments located on the east side of Glencoe Avenue (Villa Marina and Villa Velletri, which are also located approximately 600 feet east of the Project Site) and from the portions of the Villa Marina shopping center that are not part of the Project Site. Views from the residential uses on Glencoe Avenue are limited due to the intervening Villa Marina shopping center structures that block views of the Project Site. The proposed structures would be visible from some locations within the Villa Marina shopping center structures; however, development of the proposed Mixed Use Project would not obstruct an existing view of the marina within Marina del Rey or the Pacific Ocean, the valued view resources in the Project vicinity.

Private views of the site of the Mixed Use Project are available from certain locations within the five-story Marriott Hotel and the one-story Marriott Courtyard Café and Lounge situated south of the Mixed Use Project. Construction of the Project's approximately 45- to 70-foot-tall structures would obscure views to the north from these uses and views to the west toward the marina and the Pacific Ocean may be obscured by the proposed development. However, the existing high-rise apartment buildings and low-rise commercial buildings on the west side of Lincoln Boulevard currently obscure views of these visual resources. Views of the

Santa Monica Mountains to the north of the Project Site may be obscured by the proposed development. However, due to the limited extent to which views of Santa Monica Mountains currently exist, impacts are considered to be less than significant. Development of the proposed Mixed Use Project would not obstruct an existing view of a valued view resource from the high-rise, multi-family apartment buildings (Water Terrace Apartments and Marina Pointe Apartments) located on the west side of Lincoln Boulevard and north and south of the western terminus of Maxella Avenue as the visual resources in the Project area are located to the north and west of the Project Site.

In summary, development of the proposed Mixed Use Project would not substantially obstruct an existing view of a valued view resource from a private vantage location. The extent to which the proposed Mixed Use Project would detract from the limited views in the area is negligible. Therefore, impacts to views from private vantage points would be considered less than significant, and no mitigation measures are required.

(c) Policy and Regulatory Compliance

The City of Los Angeles polices and regulations pertaining to visual resources focus on urban design and within that context address the issues of aesthetics and views. Applicable City planning documents containing urban design regulations are discussed below.

(i) City of Los Angeles Urban Design Policies

General Plan Framework

The primary Urban Form and Neighborhood Design goals of the General Plan Framework are to promote pedestrian activity and to enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm. The General Plan Framework also encourages the establishment of a strong pedestrian environment that can serve as a focus of activity for the surrounding community and a focus for investment in the community. The proposed Mixed Use Project incorporates pedestrian-oriented design features, which are described in more detail under the Palms-Mar Vista-Del Rey Community Plan discussion, below.

The location of the proposed Mixed Use Project in an area served by the Marina Freeway (State Route 90) and several MTA bus lines is consistent with the goals and policies of the General Plan Framework, which encourage development in centers and in nodes along corridors that are served by transit. In addition, by incorporating features that support visual amenities and pedestrian-oriented design elements, the proposed Mixed Use Project would encourage the establishment of a strong pedestrian orientated community and help to increase personal safety.

Consistent with the General Plan Framework policies regarding urban form, described under Subsection IV.A.2.1.b.(1)(a), above, the proposed Mixed Use Project would enhance the livability of the community by upgrading the quality of development on-site. Specifically, the Mixed Use Project would improve the architectural character of the Project Site by providing new aesthetically pleasing residential and commercial space that connects with the surrounding urban and coastal environments within the Palms-Mar Vista-Del Rey Community. The height, bulk and scale of the proposed Mixed Use Project would not substantially contrast with the visual character of the existing development in the Project area. Therefore, the proposed Mixed Use Project would be also compatible with the surrounding residential and commercial development in the vicinity of the Project Site. As such, a less than significant impact would occur, as development of the proposed Mixed Use Project is consistent with the urban design policies of the General Plan Framework.

Palms-Mar Vista-Del Rey Community Plan

Urban design policies in the Palms-Mar Vista-Del Rey Community Plan implement the policies of the General Plan Framework. Under the Community Plan, projects must implement, to the maximum extent feasible, the applicable urban design policies outlined in the Community Plan. Specific Community Plan policies are outlined in Section IV.B.1.b.(1)(b), above. In accordance with the Community Plan, the proposed Mixed Use Project would provide residential units and commercial space in an urban context that encourages pedestrian oriented and non-motorized transportation, recreational, and shopping opportunities. In particular, the Mixed Use Project would provide for pedestrian access at the front of buildings and would provide a site plan which incorporates specific access detail, such as pedestrian walkways, loading areas, and landscaped areas. Residents of the proposed Mixed Use Project would also be provided with several amenities including a community meeting room, a swimming pool and/or spa, and an exercise room. The proposed Mixed Use Project would meet the Community Plan building design requirements in the use of articulations, step-backs of exterior walls, footprint setbacks, accenting and mixing of façade materials, and in the coordination of architectural themes with surrounding area. Mechanical and rooftop equipment would be screened from view. Conceptual drawings of the proposed building elevations are presented in Figure – Lincoln Boulevard 4 on page 44 in Section II, Project Description.

The Mixed Use Project's landscape program would include exterior and interior landscaping. Exterior landscaping would include parkways, planters, and street trees where planting materials would be consistent with vegetation used in the surrounding community and nearby open spaces. Interior landscaping would compliment the building's contemporary design and provide the residents, visitors, and business patrons with aesthetically pleasing open spaces. This physical and visual upgrading of the area would be consistent with the Palms-Mar Vista-Del Rey Community Plan policies to enhance the cultural and architectural character of the

community. With the implementation of the Mixed Use Project's design features, which specifically address the City's Urban Design Policies, the proposed Mixed Use Project would be in character with existing development in the area and in harmony with the aesthetic objectives of the Community Plan. As such, the proposed Mixed Use Project would be consistent with the Community Plan's aesthetic policies. Thus, impacts on the aesthetic regulations of the Community Plan would be less than significant.

(ii) Signage Regulations and Policies

Exterior signage for the proposed Mixed Use Project would be compatible with the design of the existing signage within the Project area. The commercial uses are proposed in a ground floor setting that would front Maxella Avenue with signage that would extend along Maxella Avenue and Lincoln Boulevard. The proposed signs would comply with the Division 62 (Building Code) regulations of the City of Los Angeles Municipal Code (LAMC) for the placement, construction and modification of all exterior signs and sign support structures. The signage proposed as part of the proposed Mixed Use Project would not significantly impact or preclude the attainment of existing City and state aesthetic regulations. Impacts relative to existing signage regulations would, thus, be less than significant.

4. CUMULATIVE IMPACTS

There are no projects planned or under construction in the immediate vicinity of the Project site, and no projects that would change the analysis of visual resource impacts discussed above based on the list of related projects, contained in Section III.B of this Draft EIR. Projects requiring discretionary actions would be required to adhere to existing General Plan and Community Plan design guidelines. Ultimately, cumulative projects and ambient background growth would upgrade the visual character of the Project area.

Notwithstanding the above conclusion, a few of the identified related projects are of particular note including Related Project No. 22, Marina del Rey Development. The continuing development of Marina Del Rey, which is reflected in this related project, is in keeping with the Marina's current character and its regional role as a recreation and visitor oriented community. Related Project No. 23, the Playa Vista First Phase project, is a large infill project of an undeveloped area at the base of the Westchester Bluffs. It is located approximately 1.5 miles south of the proposed Project. Related Projects Nos. 2 through 7 consist of six apartment complexes with a total of 352 units. These developments are anticipated to be typical of the existing residential development along Glencoe Avenue that was discussed above. Other related projects are smaller projects dispersed over a larger area that are of an infill nature. Based on the preceding analysis, it is concluded that no significant cumulative impacts upon aesthetic resources or views would occur.

5. MITIGATION MEASURES

With incorporation of the identified Project Design Features on page 97, the proposed Mixed Use Project would result in a less than significant impact on visual resources. Compliance with the following mitigation measures would further reduce the Mixed Use Project's less than significant impacts and ensure that the proposed Mixed Use Project would be in scale with the surrounding area and with the City of Los Angeles Urban Design policies and signage regulations.

Mitigation Measure B-1 The Applicant of the Mixed Use Project shall ensure, through appropriate postings and daily visual inspections, that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways, and that any such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period.

Mitigation Measure B-2 Building façades facing public streets shall be designed to enhance the pedestrian experience and connectivity with adjacent uses.

Mitigation Measure B-3 New utilities shall be constructed underground, to the extent feasible.

Mitigation Measure B-4 Exterior signage for the proposed buildings shall be compatible with the design of the proposed building.

Mitigation Measure B-5 All new or replacement street trees shall be selected for consistency with the existing street trees or in accordance with a street tree master plan reviewed and approved by the Department of Public Works Street Tree Division.

Mitigation Measure B-6 All mechanical, electrical and rooftop equipment shall be screened from view from adjacent surface streets.

Mitigation Measure B-7 Landscaping and/or vegetation features shall be incorporated into the design of the Mixed Use Project.

Mitigation Measure B-8 All exterior lighting shall be directed on-site or shielded to limit light spillover effects.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

Proposed Mixed Use Project design features, including, but not limited to landscaping, architectural articulation, and pedestrian amenities, together with the recommended mitigation measures would further reduce the Mixed Use Project's less than significant impacts on visual resources. The contemporary architectural style of the proposed buildings would incorporate colors and details that compliment the adjacent land uses and would enhance the visual character of the Project Site. Furthermore, the proposed structures would not obstruct a view of a valued view resource from any public or private vantage points. Development of the Mixed Use Project would result in less than significant visual quality impacts.

IV. ENVIRONMENTAL IMPACT ANALYSIS
C. TRAFFIC, CIRCULATION AND PARKING

1. INTRODUCTION

This section is based on the technical report *Traffic Study for the Villa Marina Residential Project*, prepared by Kaku Associates (September 2004). The traffic technical report, contained in Appendix C of this Draft EIR, analyzes the potential impacts of the proposed Mixed Use Project on the surrounding street and freeway system, as well as potential transit and construction impacts.

2. ENVIRONMENTAL SETTING

a. Regional Street Network

The Project Site is located within the westernmost portion of the 24-acre Villa Marina shopping center bounded on the west by Lincoln Boulevard (State Route 1/Pacific Coast Highway), on the north by Maxella Avenue, on the east by the portion of the Villa Marina shopping center that is not proposed for Project development, and on the south by the Marina Freeway (State Route 90).

Regional access to the Project Site is provided via the Marina Freeway and Lincoln Boulevard. The main streets serving the Project Site are Venice Boulevard, Washington Boulevard, Maxella Avenue, Mindanao Way, and Glencoe Avenue. Descriptions of the key roadways serving the Project area are provided below:

Washington Boulevard is a major highway class II road that runs generally in an east-west direction within the Project area. This arterial provides direct connection for local and regional travel from downtown Los Angeles to the Venice Fishing Pier. Three through lanes are provided in each direction from Lincoln Boulevard to Glencoe Avenue. From Glencoe Avenue to Redwood Avenue, two through lanes are provided. The speed limit for Washington Boulevard is 35 miles per hour (mph).

Venice Boulevard is a major highway class II road that runs generally in an east-west direction within the Project area. This arterial provides direct connection for local and regional travel from downtown Los Angeles to Venice City Beach. Three through lanes are provided in

the eastbound direction, while two to three through lanes are provided in the westbound direction. The speed limit on Venice Boulevard varies from 35 mph west of Lincoln Boulevard to 40 mph east of Lincoln Boulevard.

Maxella Avenue is a collector road that starts from 0.7 mile east of the Project Site and ends just west of Lincoln Boulevard. Generally, one through lane with a double-yellow centerline median is provided in each direction, with the exception of the eastbound segment between Lincoln Boulevard and Del Rey Avenue and the westbound segment between Glencoe Avenue and Redwood Avenue, where two through lanes are provided with dual-left turn lanes. The speed limit for Maxella Avenue is 25 mph.

Mindanao Way is a secondary road that starts west of Alla Road and ends west of Admiralty Way. Two through lanes are provided in each direction with a double-yellow centerline median throughout the Project area. The speed limit for Mindanao Way is 30 mph.

Glencoe Avenue is a secondary road north of Maxella Avenue and a collector road south of Maxella Avenue. Glencoe Avenue intersects Washington Boulevard at a T intersection at the north end and terminates at Alla Road on the southeast end. Two through lanes are provided in each direction from south of Beach Avenue. The speed limit for Glencoe Avenue is 25 mph.

b. Local Street Network

The local streets serving the Project are under the jurisdiction of the City of Los Angeles. Although primary access would be provided by the Marina Freeway and Lincoln Boulevard, which are both State highways and, therefore, under the jurisdiction of Caltrans, the local street network serving the Project Site is a combination of adjacent streets and other major streets in the Project vicinity. Existing characteristics of the local street network are summarized in Table 2 on pages 112 through 114.

c. Public Transportation

The Project area is currently being served by Los Angeles County Metropolitan Transportation Authority (Metro) bus lines, Culver City bus lines, and Santa Monica Big Blue Bus lines. The transit routes serving the study area are described as follows and are shown on Figure 17 on page 115.

Table 2

EXISTING SURFACE STREET CHARACTERISTICS

Segment	From	To	Lane		Median	Parking Restrictions		Speed
			NB/EB	SB/WB	Type	NB/EB	SB/WB	Limit
Lincoln Blvd.	Victoria Ave.	Victoria Ct.	2	2	DY	1hr 8a-6p Ex Sun	1hr 8a-6p Ex Sun	40
	Victoria Ct.	Lucille Ave.	2	2	DY	1hr 8a-6p Ex Sun	1hr 8a-6p Ex Sun	40
	Lucille Ave.	Venice Blvd.	2	2	DY	1hr 8a-6p Ex Sun/RD	RD	40
	Venice Blvd.	Harding Ave.	2	2	DY	RD	RD	40
	Harding Ave.	Nelrose Ave.	2	2	DY	1hr 8a-6p Ex Sun	2hr 8a-6p Ex Sun	40
	Nelrose Ave.	Coeur D'Alene Ave.	2	2	DY/2LT	2hr 8a-6p Ex Sun	2hr 8a-6p Ex Sun	40
	Coeur D'Alene Ave.	Garfield Ave.	2	2	DY	1hr 8a-6p Ex Sun	1hr 8a-6p Ex Sun	40
	Garfield Ave.	Van Buren Ave./Zanja St.	2	2	DY	1hr 8a-6p Ex Sun	1hr 8a-6p Ex Sun	40
	Van Buren Ave./Zanja St.	Elm St.	2	2	DY	1hr 8a-6p Ex Sun	1hr 8a-6p Ex Sun	40
	Elm St.	Grant Ave.	2	2	DY/2LT	1hr 8a-6p Ex Sun	1hr 8a-6p Ex Sun	40
	Grant Ave.	Harrison Ave.	3	3	DY/2LT	1hr 8a-6p Ex Sun	1hr 8a-6p Ex Sun/ No Stopping 7-9a 4-6p	40
	Harrison Ave.	Washington Blvd.	3	3	DY/2LT	1hr 8a-6p Ex Sun	RD	40
	Washington Blvd.	Maxella Ave.	3	3	2LT2DY	NSAT	NSAT/2hr 8a-4p/ No Stopping 7-9a 4-6p	40
	Maxella Ave.	SR-90	3	3	DY/RM	NSAT	NSAT	40
	SR-90	Bali Way	3	3	RM	NSAT	NSAT	40
	Bali Way	Mindanao Way	3	3	RM	NSAT	NSAT	40
	Mindanao Way	Fiji Way	3	3	RM	NSAT	NSAT	40
Mindanao Way	Admiralty Way	Lincoln Blvd.	2	2	RM	NSAT	NSAT	30
N-S	Lincoln Blvd.	La Villa Marina	2	2	DY	RD/No parking 10-12 Thu (St. Cleaning)	No parking 10-12 Thu (St. Cleaning)	30
	La Villa Marina	SR-90 E	2	2	DY	No parking 10-12 Thu (St. Cleaning)	No parking 10-12 Thu (St. Cleaning)	30
	SR-90 E	SR-90 W	2	2	DY	NSAT	NSAT	30
	SR-90 W	Glencoe Ave.	2	2	DY/2LT	PA	PA	30

Table 2 (Continued)

EXISTING SURFACE STREET CHARACTERISTICS

Segment	From	To	Lane		Median	Parking Restrictions		Speed
			NB/EB	SB/WB	Type	NB/EB	SB/WB	Limit
	Glencoe Ave.	Redwood Ave.	2	2	DY	No Parking 2a-6a Nightly	No Parking 2a-6a Nightly	30
Maxella Ave.	Dead End	Lincoln Blvd.	1	1	RM	NSAT	NSAT	25
E-W	Lincoln Blvd.	Del Rey Ave.	2	1	DY/2LT	NSAT	NSAT	25
	Del Rey Ave.	Glencoe Ave.	1	2	DY/2LT	NSAT	NSAT	25
	Glencoe Ave.	Redwood Ave.	1	1	DY	2hr 8a-6p Ex Sun/No Parking 2a-6a Nightly	PA	25
Washington	Abbot Kinney Blvd.	Thatcher	2	2	DY	2hr 9a-4p, No Stopping 7-9a 4-6p	2hr 8a-6p Ex Sun	35
Blvd.	Thatcher	Yale Ave.	2	2	DY/2LT	2hr 9a-4p, No Stopping 7-9a 4-6p	2hr 8a-6p Ex Sun	35
E-W	Yale Ave.	Stanford Ave.	2	2	DY/2LT	2hr 9a-4p, No Stopping 7-9a 4-6p	2hr 8a-6p Ex Sun	35
	Stanford Ave.	Carter Ave.	2	2	DY	NSAT	2hr 8a-6p Ex Sun	35
	Carter Ave.	Lincoln Blvd.	2	2	DY	NSAT	2hr 8a-6p Ex Sun	35
	Lincoln Blvd.	Del Rey Ave.	3	3	DY	NSAT	NSAT	35
	Del Rey Ave.	Glencoe Ave.	3	3	DY	NSAT	NSAT	35
	Glencoe Ave.	Walnut Ave.	2	2	DY	No Parking 4-6a M-F (St. Sweeping)/ 2hr 8a-6p Ex Sun	No Parking 4-6a M-F (St. Sweeping)/ 2hr 8a-6p Ex Sun	35
	Walnut Ave.	Redwood Ave.	2	2	DY	No Parking 4-6a M-F (St. Sweeping)/ 2hr 8a-6p Ex Sun	No Parking 4-6a M-F (St. Sweeping)/ 2hr 8a-6p Ex Sun	35
Venice Blvd.	Naples Ave.	Lincoln Blvd.	3	2	RM/DY	No Parking 8a-10a Wed St. Cleaning	No Parking 8a-10a Wed St. Cleaning	35
E-W	Lincoln Blvd.	Penmar Ave.	3	2	RM/DY	No Parking 8a-10a Wed St. Cleaning	NSAT	40
	Penmar Ave.	Walnut Ave.	3	3	RM	No Parking 8a-10a Wed St. Cleaning	No Parking 8a-10a Wed St. Cleaning	40

Table 2 (Continued)

EXISTING SURFACE STREET CHARACTERISTICS

Segment	From	To	Lane		Median	Parking Restrictions		Speed
			NB/EB	SB/WB	Type	NB/EB	SB/WB	Limit
SR-90	Lincoln	Mindanao Way	2	2	N/A	NSAT	NSAT	45
	Mindanao Way	Culver Blvd.	2	2	N/A	NSAT	NSAT	45
Glencoe Ave.	Zanja St.	Washington Blvd.	1	1	SDY/DY	2hr 8a-6p Ex Sun/No Parking 8a-12p Mon (St. Clean)	2hr 8a-6p Ex Sun/ No Parking 8a-12p Mon (St Clean)	25
	Washington Blvd.	Beach Ave.	1	1	DY	NSAT	NSAT	25
	Beach Ave.	Maxella	2	2	DY	PA	PA	25
	Maxella	Mindanao Way	2	2	DY/2LT	No Parking 2a-7a nightly	No Parking 2a-7a nightly	25
	Mindanao Way	Tivoli Ave.	2	2	SDY/DY	No Parking 7a-8p Daily/ No Parking 2a-7a nightly	No Parking 2a-7a nightly	25

Lanes: *# = Number of lanes*

Misc.: *HR = Hour*
MIN = Minutes
MP = Meter Parking

Parking: *PA = Parking Allowed*
NSAT = No Stopping Anytime
NPAT = No Parking Anytime
NP = No Parking
RD =Red curb
/ = Change in Parking Restriction

Median/Centerline: *DY = Double Yellow*
SDY = Single Dashed Yellow
2LT = Dual Left Turn
UD = Undivided Lane
RM = Raise Median

Source: Kaku Associates, September 2004.

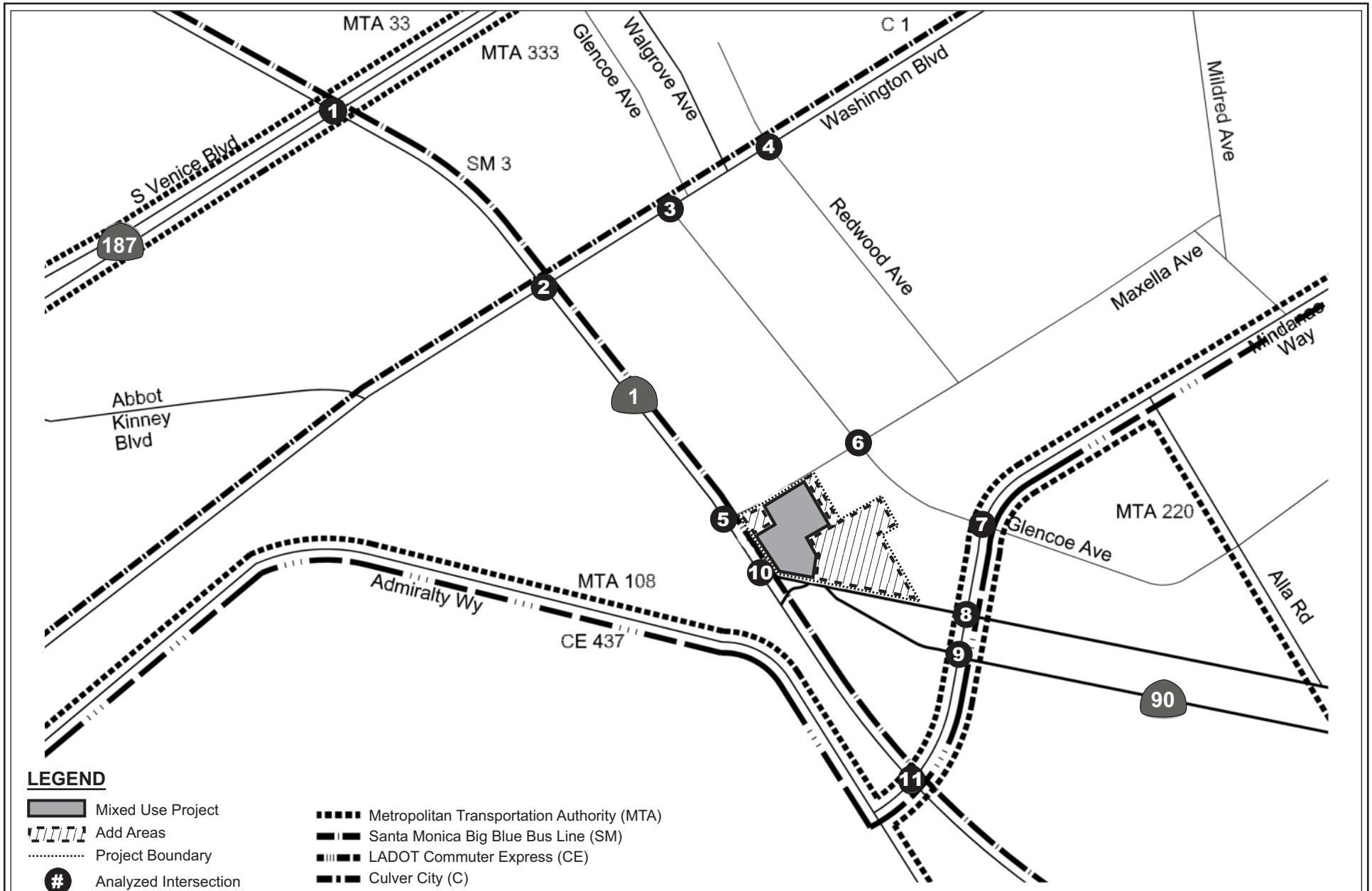


Figure 17
Study Area Transit Routes

Source: Kaku Associates, 2004

- MTA Lines 33/333 – Lines 33/333 travel on Venice Boulevard from Santa Monica to downtown Los Angeles within the northern portion of the Project area.

- MTA Line 108 – Line 108 travels on Admiralty Way, Mindanao Way, Centinela Avenue, and Slauson Avenue within the southern portion of the Project area.

- MTA Line 220 – Line 220 travels on Admiralty Way, Mindanao Way, Alla Road, and Culver Boulevard within the southern portion of the Project area.

- Big Blue Bus Line 3 – Line 3 travels on Lincoln Boulevard within the western portion of the Project area.

- Culver City Line 1 – Line 1 travels along Washington Boulevard within the northern portion of the Project area.

- Commuter Express Line 437 – Line 437 travels on Admiralty Way, Mindanao Way, Centinela Avenue, and Culver Boulevard.

d. Existing Intersection Level of Service

To determine baseline traffic volumes and intersection Levels of Service (LOS), traffic counts were conducted in June 2004 prior to the end of the school year at the following 11 study intersections in the Project vicinity. In order to identify streets and intersections most likely to be impacted by Project traffic, these intersections were identified in consultation with the Los Angeles Department of Transportation (LADOT).

1. Lincoln Blvd and Venice Blvd
2. Lincoln Blvd and Washington Blvd
3. Glencoe Ave and Washington Blvd
4. Redwood Ave and Washington Blvd
5. Lincoln Blvd and Maxella Ave
6. Glencoe Ave and Maxella Ave
7. Mindanao Way and Glencoe Ave
8. Mindanao Way and SR90 Marina WB
9. Mindanao Way and SR90 Marina EB

10. Lincoln Blvd and SR90 Marina Fwy

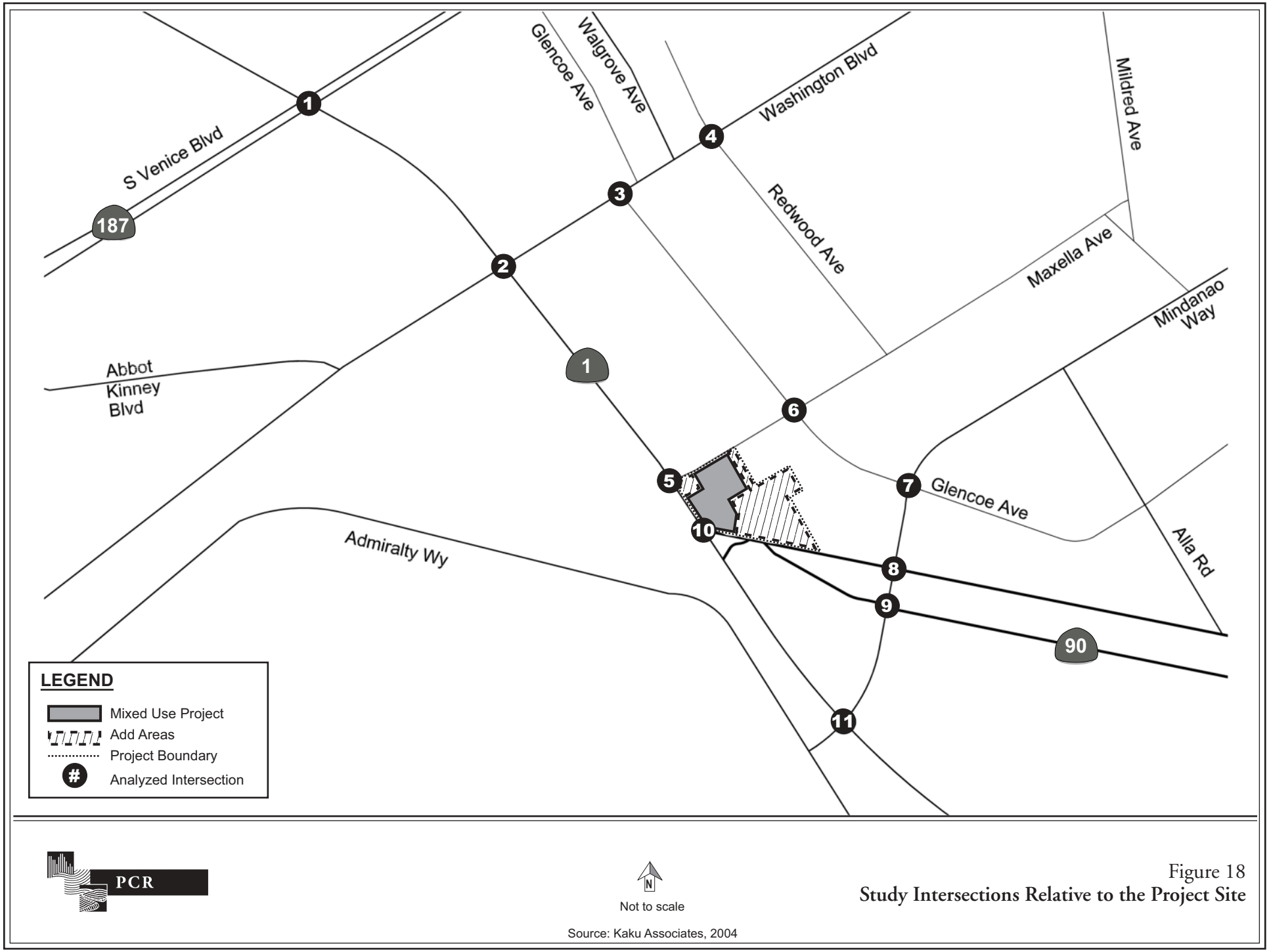
11. Lincoln Blvd and Mindanao Way

All of the study intersections are currently signalized and controlled by the City of Los Angeles' Mar Vista Automated Traffic Surveillance and Control (ATSAC) system. The location of the 11 study intersections in relation to the Project Site is illustrated in Figure 18 on page 118.

Counts of vehicle turning movements were conducted at each of the 11 study intersections during the weekday A.M. and P.M. peak hours. These analysis periods were chosen to represent the time periods during which Mixed Use Project-related traffic would have the greatest impact upon the regional and local street system. In particular, the typical P.M. peak commuter hour is characterized by the highest hourly traffic volumes of the day and, as a result, the highest level of traffic congestion. Existing peak-hour traffic volumes and movements (turns) at the 11 study intersections are illustrated in Figure 3 in the Kaku Associates Traffic Impact Analysis, contained in Appendix C of this Draft EIR.

The 11 study intersections are evaluated using the Critical Movement Analysis (CMA) method of analysis, which determines Volume-to-Capacity (V/C) ratios on a critical lane basis. The overall V/C ratio is subsequently assigned a Level of Service (LOS) for different degrees of traffic and other variables, such as the number of signal phases. Through the use of the CMA methodology, a determination of the LOS at an intersection where traffic volumes are known or have been projected can be obtained through a summation of the critical movement volumes at that intersection. "Capacity" represents the maximum total hourly movement of vehicles in the critical lanes, which has a reasonable expectation of passing through an intersection under prevailing roadway and traffic conditions. In general terms, LOS describes the quality of traffic flow. The procedures used to analyze the LOS for signalized intersections are set forth in the Transportation Research Board's, *Transportation Research Circular No. 212.* Table 3 on page 119 depicts the qualitative and quantitative definition of the range of LOS A through F.

Existing (June 2004) Level of Service (LOS) conditions during the A.M. and P.M. peak-hour conditions are summarized in Table 4 on page 120. As shown in Table 4, 9 of the 11 study intersections are operating at acceptable levels of service (LOS D or better) during both the A.M. and P.M. peak hours. The two study locations that are currently operating at poor levels of service are Lincoln Boulevard at Venice Boulevard and Lincoln Boulevard at Washington Boulevard. The intersection of Lincoln Boulevard and Venice Boulevard currently operates at LOS E during both the morning and afternoon peak hours while the intersection of Lincoln Boulevard and Washington Boulevard currently operates at LOS B during the A.M. peak hour and LOS E during the P.M. peak hour.



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Source: Kaku Associates, 2004

Figure 18
Study Intersections Relative to the Project Site

Table 3

LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Volume/Capacity Ratio	Definition
A	0.000 – 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 – 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted with within groups of vehicles.
C	0.701 – 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 – 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 – 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	>1.00	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Kaku Associates, September 2004. From Transportation Research Board.

3. PROJECT IMPACTS

a. Methodology

The analysis of traffic impacts addresses all activities occurring within the Project Site. As no physical changes are proposed for the Add Areas, there is no potential for traffic or parking impacts to occur. Therefore, the analysis presented below focuses on the impacts of the proposed Mixed Use Project and the proposed lot line adjustment.

The methodology by which traffic impacts are evaluated involves several steps, including the identification of existing traffic conditions, the determination of future baseline conditions (without the Project's traffic), determination of appropriate morning and evening peak hours, the calculation of Project traffic, the assumed distribution of Project traffic, and a comparison of Project traffic with future traffic conditions without the Project.

Table 4

YEAR 2004 EXISTING CONDITIONS INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Existing (2004) V/C	Existing (2004) LOS
1. Lincoln Blvd. & Venice Blvd.	A.M.	0.933	E
	P.M.	1.000	E
2. Lincoln Blvd. & Washington Blvd.	A.M.	0.700	B
	P.M.	0.942	E
3. Glencoe Ave. & Washington Blvd.	A.M.	0.545	A
	P.M.	0.857	D
4. Redwood Ave. & Washington Blvd.	A.M.	0.523	A
	P.M.	0.507	A
5. Lincoln Blvd. & Maxella Ave.	A.M.	0.674	B
	P.M.	0.709	C
6. Glencoe Ave. & Maxella Ave.	A.M.	0.312	A
	P.M.	0.557	A
7. Mindanao Way & Glencoe Ave.	A.M.	0.359	A
	P.M.	0.723	C
8. Mindanao Way & SR90 Marina WB	A.M.	0.421	A
	P.M.	0.643	B
9. Mindanao Way & SR90 Marina EB	A.M.	0.639	B
	P.M.	0.830	D
10. Lincoln Blvd. & SR90 Marina Fwy	A.M.	0.809	D
	P.M.	0.843	D
11. Lincoln Blvd. & Mindanao Way	A.M.	0.789	C
	P.M.	0.872	D

All study intersections are currently operating under ATSAC system.

Source: Kaku Associates, September 2004.

(1) Cumulative Base Conditions (Future 2008 Conditions Without the Proposed Mixed Use Project)

To evaluate the potential impact of the Mixed Use Project on the local street system, estimates of future traffic conditions both with and without the Mixed Use Project are made. The future Cumulative Base represents future traffic conditions without the inclusion of traffic generated by the proposed Mixed Use Project. Based on historical trends, LADOT recommends an ambient traffic growth factor of 2 percent per year be used to adjust the existing year 2004 traffic volumes to reflect the effects of regional growth and development by the year 2008. Forecasts of cumulative base traffic volumes were developed by adding the traffic expected to be generated by the list of cumulative development projects to the background existing volumes

adjusted by area-wide traffic growth. A listing and map illustrating the locations of the related projects is presented in Section III.B of this Draft EIR.

(2) Peak Traffic Periods

The weekday A.M. and P.M. time periods are evaluated for the Mixed Use Project. These peak hours are based on those time periods in which traffic flow is greatest on the affected streets. Weekend traffic conditions are forecasted to not be worse than what occurs during the weekday A.M. and P.M. peak hours, respectively. The Mixed Use Project's peak-hour traffic is estimated primarily on the basis of the occupation and use of the Mixed Use Project's residential and commercial components.

(3) Mixed Use Project Trip Generation

The trip-generation rates used for estimating the future trips attributable to the Mixed Use Project's residential component were developed using the trip rates contained in the *ITE Trip Generation, 6th Edition*, using the Residential Condominium/Townhouse land use category, ITE Code 230. The commercial portion of the trip generation was developed using the trip rates contained in the *ITE Trip Generation, 6th Edition*, based on the Shopping Center land use category, ITE Code 820.

The site of the Mixed Use Project currently contains five separate structures comprised of a 6,000-sq.ft. retail store, two restaurants totaling 12,000-sq.ft., and a 3,000-sq.ft. fast food restaurant. Since these uses are currently in use, existing trip generation was estimated for these uses, and the net trip generation by the proposed Mixed Use Project was reduced accordingly. The fifth structure to be removed as part of the Mixed Use Project consists of a 9,000 sq.ft. vacant building, which is located on the eastern portion of the Mixed Use Project site.

Table 5 on page 122 presents the trip-generation rates and resulting trip-generation estimates for the proposed Mixed Use Project. As indicated in Table 5, the proposed Mixed Use Project is expected to generate a net increase of approximately 124 trips during the morning peak hour and 129 trips during the afternoon peak hour.

(4) Mixed Use Project Trip Distribution/Traffic Assignment

The geographic distribution of traffic generated by the Mixed Use Project is dependent on the same factors described above for the related projects. Specific factors considered include land use and employment density in the Project area, level of congestion on the street system, and characteristics of the street system itself. The general geographic trip distribution pattern

Table 5

ESTIMATED MIXED USE PROJECT TRIP GENERATION [a]

	Size	ITE Code	Daily	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total
Proposed Project									
Condominium	310 d.u.	230	1,817	23	113	136	145	72	217
Shopping Center	9,000 sq.ft.	820	1,449	23	15	38	63	68	131
Pass-By Trips (50%)			(725)	(12)	(8)	(19)	(32)	(34)	(66)
Subtotal			*2,541*	*34*	*120*	*155*	*176*	*106*	*282*
Existing to be Removed [b]									
Shopping Center	21,038 sq.ft.	820	2,502	38	25	63	147	160	307
Pass-By Trips (50%)			(1,251)	(19)	(13)	(32)	(74)	(80)	(154)
Subtotal			*1,251*	*19*	*12*	*31*	*73*	*80*	*153*
Total Net Trips			**1,290**	**15**	**108**	**124**	**103**	**26**	**129**

Rates from ITE, Trip Generation Manual, 6th Edition, unless otherwise noted.

Condominium Rate:	*Daily = 5.86*		
trips/dwelling unit	*A.M. = 0.44*	*In: 17%*	*Out: 83%*
	P.M. = 0.70 [a]	*In: 67%*	*Out: 33%*
Shopping Center Rates:	*Daily = exp(0.643*ln(Z1)+5.866)*		
trips/1,000 sq.ft.	*A.M. = exp(0.596*ln(Z1)+2.329)*	*In: 61%*	*Out: 39%*
	P.M. = 14.6 [a]	*In: 48%*	*Out: 52%*

[a] *Rates from Coastal Corridor Specific Plan Ordinance*

[b] *Although the five existing structures to be removed as part of the Project consist of a total of 30,000 sq.ft. of retail and restaurant space, one structure consisting of 9,000 sq.ft.) is vacant and does not generate any trips.*

Source: Kaku Associates, September 2004.

used in the assignment of the traffic generated by the proposed Mixed Use Project is illustrated in Figure 9 in the Kaku Associates Traffic Impact Analysis, contained in Appendix C of this Draft EIR.

(5) Mixed Use Project Parking

Existing parking at the site of the Mixed Use Project is available via surface parking spaces that are located in proximity to each of the on-site uses. At present, the on-site parking lots accommodate the restaurant and retail uses on the Project Site that would be demolished as part of the proposed Mixed Use Project. The site of the Mixed Use Project also provides parking spaces for other retail and commercial uses within the Villa Marina shopping center. Access to the existing surface parking lots is taken off of Maxella Avenue and Lincoln Boulevard.

b. Thresholds of Significance

(1) Thresholds Regarding Impacts on Intersections

The significance of the Mixed Use Project's potential impacts at each of the study intersections is identified using the traffic criteria set forth in the LADOT Traffic Study Policies and Procedures, November 1993. According to the City's published traffic study guidelines, a significant transportation impact is based on the following criteria:

LADOT Criteria for Significant Traffic Impact:

LOS	Final CMA Value	Project-Related Increase in CMA Value
C	>0.700 – 0.800	Equal or greater than 0.040
D	>0.800 – 0.900	Equal or greater than 0.020
E, F	>0.900	Equal or greater than 0.010

(2) Thresholds Regarding Freeway Capacity (CMP Facilities)

The threshold of significance for freeway segments is established by the Countywide Congestion Management Plan (CMP) (November 2002), as follows:

- A significant impact occurs when the proposed Mixed Use Project increases traffic demand on a CMP facility by 2 percent of capacity (V/C greater than or equal to 0.02), causing a LOS F condition (V/C>1.00); if the CMP facility is already operating at LOS F, a significant impact occurs when the proposed Mixed Use Project increases traffic demand on a CMP facility by 2 percent of capacity (V/C greater than or equal to 0.02).

(3) Thresholds Regarding Neighborhood Street Impacts

Based on the City of Los Angeles Draft CEQA Thresholds Guide (1998, p. F.4-2), the proposed Mixed Use Project would have a significant impact if:

- The proposed Mixed Use Project would add 120 or more trips per day to a low-volume (i.e., less than 1,000 ADT) local residential street within a local neighborhood.

- The proposed Mixed Use Project would add more than 12 percent, 10 percent, or 8 percent to local neighborhood streets with final ADT levels of 1,000 to 1,999 trips, 2,000 to 2,999 trips, or 3,000 or more trips, respectively.

(4) Thresholds Regarding Project Access

Traffic Flow

Based on the City of Los Angeles Draft CEQA Thresholds Guide (1998, p. F.5-3), the proposed Project would have a significant impact regarding site access if:

- Any of the intersections providing access into the proposed Mixed Use Project site would be operating at LOS E or F during the A.M. or P.M. peak hour, under cumulative plus Project conditions.

Safety

Based on the City of Los Angeles Draft CEQA Thresholds Guide (1998, p. F.5-3), the proposed Mixed Use Project would have a significant impact on bicycle, pedestrian, and vehicular safety if:

- The design features/physical configurations of the proposed Project would affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists so as to create a hazardous condition.

(5) Thresholds Regarding Transit System Capacity

Based on the City of Los Angeles Draft CEQA Thresholds Guide (1998, p. F.6-2), the proposed Mixed Use Project would have a significant impact on transit system capacity, if:

- The seating capacity of the transit system serving the Project study area would be exceeded.

(6) Thresholds Regarding Construction Impacts

Based on the City of Los Angeles Draft CEQA Thresholds Guide (1998, p. F.8-2), the proposed Project would have significant in-street construction impact if:

- The proposed Mixed Use Project would cause a substantial temporary inconvenience to auto travelers, bus riders, pedestrians or parkers, due to an increase in congestion, relocation of bus stops, rerouting of bus lines, restrictions of vehicular and pedestrian access and circulation and restrictions on parking during the times of construction.

- The proposed Project would cause hazardous conditions for auto travelers, pedestrians, or bus riders.

c. Analysis of Project Impacts

(1) Project Design Features

Vehicular access to the site of the proposed Mixed Use Project Site would be provided via Maxella Avenue for residential and business patrons as well as delivery vehicles. Driveways to the parking spaces supporting the Project's retail uses would be provided on Maxella Avenue. Specifically, the existing hotel access driveway would be relocated to the eastern edge of the site of the Mixed Use Project . This new driveway off Maxella Avenue would provide access to the residential parking garages and would provide access to the existing hotel located within the southerly Add Area adjacent to the Mixed Use Project boundary. Residents of the Mixed Use Project and their guests would have access to "resident only" parking via garage gates with an electronic permission feature. A new driveway would also be developed to serve the adjacent parcel within which the Tower Records store is located. This driveway would be a relocation of the existing driveway serving the retail development currently on-site. No vehicular access is proposed along Lincoln Boulevard; however, signage directing access to the Project Site would be placed along both Maxella Avenue and Lincoln Boulevard.

Major arterials such as Lincoln Boulevard, Venice Boulevard, and Washington Boulevard and secondary and collector roads such as Maxella Avenue, Mindanao Way, and Glencoe Avenue offer many options for local access to the Project Site. In addition, retail employees and patrons traveling from the east may access the Project Site via the Marina Freeway just south of the Project Site with direct connections to and from the I-405.

(2) Cumulative Base Conditions

The traffic analysis of the proposed Mixed Use Project measures its potential impacts in relation to expected baseline conditions in the year 2008. The results of the analysis of the 11 intersections under the cumulative base traffic conditions are summarized in Table 6 on page 126. Background traffic growth and traffic generated by related projects is expected to cause a

Table 6

YEAR 2008 FUTURE CONDITIONS
INTERSECTION LEVELS OF SERVICE

Intersection [a,b]	Peak Hour	Cumulative Base V/C	Cumulative Base LOS	ITE Trip Generation: Cumulative Plus Mixed Use Project V/C	ITE Trip Generation: Cumulative Plus Mixed Use Project LOS	Mixed Use Project Increase in V/C	Significant Mixed Use Project Impact
1. Lincoln Blvd. &	A.M.	1.185	F	1.194	F	0.009	No
Venice Blvd.	P.M.	1.276	F	1.279	F	0.003	No
2. Lincoln Blvd. &	A.M.	0.944	E	0.950	E	0.006	No
Washington Blvd.	P.M.	1.160	F	1.169	F	0.009	No
3. Glencoe Ave. &	A.M.	0.590	A	0.608	B	0.018	No
Washington Blvd.	P.M.	0.953	E	0.965	E	0.012	Yes
4. Redwood Ave.	A.M.	0.592	A	0.599	A	0.007	No
Washington Blvd.	P.M.	0.567	A	0.569	A	0.002	No
5. Lincoln Blvd. &	A.M.	0.857	D	0.868	D	0.011	No
Maxella Ave.	P.M.	0.932	E	0.947	E	0.015	Yes
6. Glencoe Ave. &	A.M.	0.318	A	0.336	A	0.018	No
Maxella Ave.	P.M.	0.582	A	0.602	B	0.020	No
7. Mindanao Way &	A.M.	0.353	A	0.393	A	0.040	No
Glencoe Ave.	P.M.	0.787	C	0.787	C	0.000	No
8. Mindanao Way &	A.M.	0.431	A	0.431	A	0.000	No
SR90 Marina WB	P.M.	0.719	C	0.722	C	0.003	No
9. Mindanao Way &	A.M.	0.728	C	0.738	C	0.010	No
SR90 Marina EB	P.M.	0.812	D	0.815	D	0.003	No
10. Lincoln Blvd. &	A.M.	1.083	F	1.085	F	0.002	No
SR90 Marina Fwy	P.M.	1.163	F	1.172	F	0.009	No
11. Lincoln Blvd. &	A.M.	0.978	E	0.979	E	0.001	No
Mindanao Way	P.M.	1.107	F	1.109	F	0.002	No

[a] *All study intersections are currently operating under ATSAC system.*
[b] *With the exception of the intersection of Mindanao Way & Glencoe Avenue, all study intersections are projected to operate with ATCS under future conditions.*

Source: Kaku Associates, September 2004.

deterioration in operating conditions from existing conditions even without consideration of potential traffic associated with the proposed Mixed Use Project. As indicated in Table 5, four of the 11 intersections are projected to operate at an unacceptable level of service (LOS E or F) during the morning peak hour, while six intersections are expected to operate at unacceptable levels of service during the afternoon peak hour. Currently the intersection of Lincoln Boulevard and Venice Boulevard operates at LOS E during both the morning and afternoon peak hours

while the intersection of Lincoln Boulevard and Washington Boulevard operates at LOS E during the P.M. peak hour.

(3) Cumulative Base Plus Mixed Use Project Traffic Analysis

The cumulative base plus Mixed Use Project peak-hour traffic volumes were analyzed to determine the projected year 2008 future operating conditions with the completion of the proposed Mixed Use Project. Application of the significance criteria established by the City of Los Angeles indicates that the Mixed Use Project would create significant traffic impacts at the intersections of Glencoe Avenue & Washington Boulevard and Lincoln Boulevard & Maxella Avenue during the afternoon peak hours under cumulative plus Mixed Use Project conditions. Traffic attributable to the proposed Mixed Use Project would result in less than significant impacts at the other nine intersections analyzed.

(4) CMP Analysis

The County of Los Angeles Congestion Management Program (CMP) requires a traffic analysis for all CMP monitoring locations that would be impacted by at least 50 Mixed Use Project-generated vehicles per hour (vph) during the peak hours.

The nearest CMP arterial monitoring intersections to the Project Site are along Lincoln Boulevard at Venice Boulevard and at the Marina Freeway (SR-90). Based on the incremental trip-generation estimates, the Mixed Use Project is not expected to add 50 or more new trips per hour to either of these locations. The intersection of Lincoln Boulevard and Venice Boulevard is projected to have 27 and 30 Project trips during the morning and afternoon peak hour, respectively. At Lincoln Boulevard and SR-90, the total Project traffic to be added would be 33 and 43 Mixed Use Project trips during the morning and afternoon peak hour, respectively. Therefore, no further analysis of these CMP monitoring locations is required.

The nearest mainline freeway monitoring location to the Project Site is the San Diego Freeway (I-405), north of Venice Boulevard. Based on the incremental trip-generation estimates, the Mixed Use Project would not add 150 or more new trips per hour to this location in either direction. A total of 10 and 38 Mixed Use Project trips would be added at this location during the morning and afternoon peak hours, respectively. Therefore, no further analysis of CMP freeway monitoring stations is required.

As the Mixed Use Project would have a less than significant impact at the nearest CMP intersection and mainline freeway monitoring locations, the Mixed Use Project would have a less than significant impact on the County of Los Angeles Congestion Management Plan.

(5) Impacts on Neighborhood Streets

Impacts on local neighborhoods occur when congestion on arterial corridors is sufficient to cause motorists traveling along the corridor to divert to a parallel route through a residential neighborhood. Unless congestion is severe, travel along arterial streets is generally faster than through neighborhoods, since arterial streets typically provide greater capacities, higher travel speeds, less driveway access, fewer stop signs, etc. The number of daily Mixed Use Project trips required to cause a significant local residential street impact starts at 120 trips and increases as a function of the traffic volumes on a local residential street. To be conservative, this analysis uses 120 daily Mixed Use Project trips as the significance threshold, regardless of the traffic volumes traveling on a local residential street.

Based on the proposed Mixed Use Project's traffic assignment, approximately 65 daily trips are estimated to travel along Maxella Avenue east of Glencoe Avenue. Using the neighborhood impact criteria identified above, the Mixed Use Project-related increase in daily traffic would not exceed the impact criteria. Therefore, potential impacts along the surrounding neighborhood streets would be less than significant.

(6) Impacts on Mixed Use Project Access

Impacts on Mixed Use Project access occur when the intersections providing access into the site of the proposed Mixed Use Project operate at LOS E or F during the A.M. or P.M. peak hour; and if there are design features/physical configurations that would affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site of the proposed Mixed Use Project, as well as the visibility of cars to pedestrians and bicyclists so as to create a hazardous condition.

Vehicular access to the site of the Mixed Use Project would be provided via Maxella Avenue. A lot line adjustment has been requested in order to relocate the existing hotel access driveway to the eastern edge of the site of the Mixed Use Project. The new access driveway would accommodate one inbound and two outbound lanes. Analysis of the existing Project driveway indicates that it would operate at LOS C or better during the morning and afternoon peak hour under cumulative plus Project conditions. The design features and physical configurations of the new relocated Project driveway would essentially remain the same as the existing configuration. Therefore, Project impacts on access would be less than significant.

(7) Mixed Use Project Impacts on Public Transit

Impacts on public transit would occur if the seating capacity of the transit system serving the Project study area were exceeded. The Project area is currently served by MTA, Big Blue Bus, Culver City and Commuter Express buses, with a total of seven bus lines. Using the Project trip generation estimates to determine the number of transit trips, approximately six person trips per hour during peak hour are projected to use the transit available within the Project area. The seven bus lines provided within the Project area would provide adequate transit service to the proposed Mixed Use Project. Impacts of the proposed Mixed Use Project on public transit would be less than significant because the Mixed Use Project would only increase transit ridership by six trips distributed over seven transit lines and the Mixed Use Project is located in an area with access to multiple transit routes.

(8) Construction-Related Impacts

Construction of the proposed Mixed Use Project may result in the following four types of impacts: (1) temporary traffic impacts that may affect vehicular travelers on roadways; (2) temporary loss of access that may affect visitors entering and leaving sites; (3) temporary loss of bus stops or rerouting of bus lines; and (4) temporary loss of on-street parking. Traffic impacts from construction activities would be expected to occur as a result of the following three types of activities:

- Increases in truck traffic associated with removal or import of fill materials and delivery of construction materials;
- Increases in automobile traffic associated with construction workers traveling to and from the site; and
- Reductions in existing street capacity from temporary lane closures necessary for the construction of roadway improvements, utility relocation and drainage facilities.

Trips during the Mixed Use Project's construction stage would be considerably less than the approximately 1,250 daily trips that are currently being generated by the existing on-site uses. Truck trips, however, would increase during construction. Overall, the number of trips during construction would be much fewer than the number the site currently generates. This is especially true during peak commute hours. Of the construction-related trips, the auto trips by construction workers typically occur before the traditional morning peak hour and again before the traditional afternoon peak hour. Likewise truck trips to/from the proposed Mixed Use Project site are typically restricted during peak commute hours. As described, proposed Mixed Use Project construction activities would occur such that there would not be any substantial

temporary inconvenience to auto travelers, bus riders, and pedestrians during construction. Therefore, proposed Mixed Use Project impacts on construction would be less than significant.

(9) Parking Impacts

In accordance with the City of Los Angeles *Draft CEQA Thresholds Guide*, parking impacts are analyzed according to land use, size, the Project's maximum parking requirements, and existing and proposed parking supply. Factors applied to parking demand include displacement of existing parking, average vehicle occupancy, and transportation mode (transit, bicycle, walking). Although the Guidelines are concerned with application of code-required parking, an impact could also occur if an insufficient parking supply to serve a project results in spillover of project parking demands to nearby land uses not associated with the project. Parking impacts are also evaluated according to queuing time at the parking structure, since excessive queuing time could result in the underutilization of the facility.

The Mixed Use Project proposes to supply a total of 691 parking spaces to accommodate the anticipated number of residents, guests, employees, and patrons. According to the Los Angeles Municipal Code (LAMC), the following parking rates are required:

- A minimum of one parking space per dwelling unit of less than three habitable rooms;
- A minimum of one and one-half parking spaces per dwelling unit of three habitable rooms;
- A minimum of two parking spaces per dwelling unit of more than three habitable rooms;
- One parking space per four dwelling units for visitors; and
- A minimum of four parking spaces per 1,000 square feet of retail floor area.

Table 7 on page 131 shows, per LAMC requirements, that the proposed Mixed Use Project's residential and commercial uses would require a total of 609 spaces. The proposed supply of 691 spaces would exceed the code requirement of 609 spaces by 82 spaces. The Mixed Use Project's parking demand is forecasted to be less than the proposed on-site supply of 691 spaces. As the proposed parking supply exceeds both the LAMC requirements and the its parking demand, Mixed Use Project parking impacts would be less than significant.

Table 7

PARKING GENERATION REQUIREMENTS FOR PROPOSED MIXED USE PROJECT

Land Use	Size	City of L.A. Planning and Zoning Code Parking Rate [a]	Estimated Parking Requirement City of L.A. Planning and Zoning Code
Residential Use			
3 Habitable Rooms	250 dwelling units	1.5 per d.u.	375
3+ Habitable Rooms	60 dwelling units	2.0 per d.u.	120
Visitors	310 dwelling units	0.25 per d.u.	78
Retail Use	9,000 square feet	4.0 per 1,000 sq.ft.	36
Net Project Requirements			**609**

[a] *Parking rates based on the Official City of Los Angeles Municipal Code, Volume 1, as amended through March 31, 2004.*

Source: Kaku Associates, September 2004.

4. CUMULATIVE IMPACTS

All of the identified related projects have been considered for the purpose of assessing cumulative traffic impacts. Cumulative effects on intersection operations attributable to traffic from ambient growth and related projects have been incorporated into the above analysis of the future Cumulative Base condition. Year 2008 with Cumulative Base conditions, as shown in Table 6 on page 126, demonstrates that cumulative development would result in four intersections operating at LOS E or F during the morning peak hour, while six of these intersections are also expected to operate at unacceptable Levels of Service during the afternoon peak hour. Since no guarantee exists that mitigation measures would be implemented with the identified related projects, it is conservatively concluded that cumulative development would yield a significant cumulative traffic impact on intersection operations.

5. MITIGATION MEASURES

Mitigation measures have been identified to alleviate the impacts of the proposed Mixed Use Project at the two significantly impacted intersections. Although all potential measures were considered while developing these mitigation measures, the analysis concentrated on improvements within the existing roadway right-of-way, improvements to the existing signal operations, and improvements requiring right-of-way acquisition.

The proposed Mixed Use Project is located in an area that is densely populated and nearly fully built-out. Opportunities for physical mitigation measures such as flaring of intersection approaches to add turn lanes, restriping of lanes to provide additional lanes, and improving traffic control devices were investigated. The following are the suggested mitigation measures for the impacted study intersections:

Mitigation Measure C-1 Intersection No. 3: Glencoe Avenue and Washington Boulevard – Restripe the westbound approach to provide an additional left-turn lane. This would require the removal of six on-street metered parking spaces on the east leg of Washington Boulevard on the south side of the curb.

Mitigation Measure C-2 Intersection No. 5: Lincoln Boulevard and Maxella Avenue – Widening the east leg of Maxella Avenue would be required to mitigate the impact of the Mixed Use Project at this location. This would require right-of-way acquisition from the gas station located on the southeast corner of the intersection to provide an additional lane on the westbound approach. It is uncertain that the gas station would agree to right-of-way acquisition. Therefore, it is conservatively concluded that this mitigation would not be available for implementation. Thus, no physical or operational mitigation measure is feasible at this intersection.

Table 8 on page 133 presents a summary of the reduction in the V/C ratio or delay as a result of the proposed mitigation measures. Since the identified improvement at the Lincoln Boulevard and Maxella Avenue intersection has been deemed infeasible, the Mixed Use Project's impact at this location would be significant. However, the proposed mitigation measure at the intersection of Glencoe Avenue and Washington Boulevard would reduce the Mixed Use Project's impact to less than significant levels.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

After implementation of the feasible mitigation measures described above, the Mixed Use Project's impacts at one of the two significantly impacted study intersections would be reduced to less than significant levels. The identified mitigation measure would reduce the V/C ratio at the intersection of Glencoe Avenue and Washington Boulevard to levels less than significant (based on City of Los Angeles criteria). Due to the uncertainty regarding the implementation of the identified mitigation measure at the Lincoln Boulevard and Maxella Avenue intersection, it is conservatively concluded that development of the proposed Mixed Use Project would result in a significant impact at this intersection.

Table 8

YEAR 2008 FUTURE CONDITIONS WITH MITIGATION
INTERSECTION LEVELS OF SERVICE ANALYSIS

				ITE Trip Generation				Mitigation			
Intersection	Peak Hour	Cumulative Base V/C	Cumulative Base LOS	Cumulative Plus Mixed Use Project V/C	Cumulative Plus Mixed Use Project LOS	Mixed Use Project Increase in V/C	Signif. Mixed Use Project Impact	Cumulative Plus Mixed Use Project V/C	Cumulative Plus Mixed Use Project LOS	Mixed Use Project Increase in V/C	Signif. Mixed Use Project Impact
3. Glencoe Ave. &	A.M.	0.590	A	0.608	B	0.018	No	0.564	A	-0.026	No
Washington Blvd.	P.M.	0.953	E	0.965	E	0.012	Yes	0.822	D	-0.131	No
5. Lincoln Blvd. &	A.M.	0.857	D	0.868	D	0.011	No	0.868	D	0.011	No
Maxella Ave.	P.M.	0.932	E	0.947	E	0.015	Yes	0.947	E	0.015	Yes

All study intersections are currently operating under ATSAC system.

Source: Kaku Associates, September 2004.

Implementation of the mitigation measure proposed for the intersection of Glencoe Avenue and Washington Boulevard would result in the loss of six on-street metered parking spaces on the east leg of Washington Boulevard on the south side of the curb. A recent parking survey was conducted for the on-street metered parking spaces that are proposed to be removed and the surface parking lot that serves the retail shops adjacent to the metered parking spaces. Based on the data collected, the metered parking spaces proposed to be removed are minimally utilized throughout the day as the surface parking lot adequately serves the retail shops. Thus, the removal of the six on-street metered parking spaces would have a negligible, and less than significant, impact on parking along Washington Boulevard.

IV. ENVIRONMENTAL IMPACT ANALYSIS
D. AIR QUALITY

1. INTRODUCTION

This section addresses the air emissions generated by the construction and operation (post-construction) of the proposed Project. The analysis also addresses the consistency of the proposed Project with the air quality policies set forth within the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan and the City of Los Angeles General Plan. The analysis of Project-generated air emissions focuses on whether the proposed Project would cause an exceedance of an ambient air quality standard or SCAQMD significance threshold.

2. ENVIRONMENTAL SETTING

a. Regulatory Setting

A number of statutes, regulations, plans and policies have been adopted which address air quality issues. The proposed Project Site and vicinity is subject to air quality regulations developed and implemented at the federal, State, and local levels. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementation of the Federal Clean Air Act (CAA). Some portions of the CAA (e.g., certain mobile source and other requirements) are implemented directly by the USEPA. Other portions of the CAA (e.g., stationary source requirements) are implemented by State and local agencies.

(1) Authority for Current Air Quality Planning

A number of plans and policies have been adopted by various agencies that address air quality issues. Those plans and policies that are relevant to the proposed Project are discussed below.

(a) Federal Clean Air Act

The CAA was first enacted in 1955 and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes federal air quality standards, known as National Ambient Air Quality Standards (NAAQS) and specifies future

dates for achieving compliance. The CAA also mandates that the state submit and implement the State Implementation Plan (SIP) for local areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met. The City of Los Angeles is within the South Coast Air Basin (Basin), and as such is in an area designated a non-attainment area for certain pollutants that are regulated under the CAA.

The 1990 Amendments to the CAA identify specific emission reduction goals for areas not meeting the NAAQS. These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA which would most substantially affect the development of the proposed Project include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).

Title I provisions were established with the goal of attaining the NAAQS for the following criteria pollutants: (1) ozone (O_3); (2) nitrogen dioxide (NO_2); (3) sulfur dioxide (SO_2); (4) particulate matter (PM_{10}); (5) carbon monoxide (CO); and (6) lead (Pb). Table 9 on pages 136 and 137 shows the NAAQS currently in effect for each criteria pollutant. The NAAQS were amended in July 1997 to include an 8-hour standard for O_3 and to adopt a NAAQS for $PM_{2.5}$. The Basin fails to meet national standards for O_3 (for both the 1-hour and 8-hour standard) and PM_{10}, and therefore is considered a Federal "non-attainment" area for these pollutants. The CAA sets certain deadlines for meeting the NAAQS within the Basin including: (1) 1-hour O_3 by the year 2010; (2) 8-hour O_3 by the year 2021; and (3) PM_{10} by the year 2006. Nonattainment designations are categorized into seven levels of severity: (1) basic, (2) marginal, (3) moderate, (4) serious, (5) severe-15, (6) severe-17,[18] and (7) extreme. Table 10 on page 138 lists the criteria pollutants and their relative attainment status.

No official determination has been made regarding the attainment status for the new $PM_{2.5}$ standard. There is a three-year transition period currently underway for the collection of ambient $PM_{2.5}$ air monitoring data. This information will be used to identify and delineate areas within the Basin that do not meet the new $PM_{2.5}$ standard. Once the SCAQMD completes this initial data collection process and the USEPA officially designates areas as non-attainment, the deadline to meet the $PM_{2.5}$ standard will be 10 years from that date. As an interim measure, the USEPA recommends that PM_{10} be used as a surrogate for $PM_{2.5}$.

[18] *The "-15" and "-17" designations reflect the number of years within which attainment must be achieved.*

Table 9

AMBIENT AIR QUALITY STANDARDS[a]

Pollutant	Averaging Time	California Standard[b]	Federal Primary Standard[b]	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone (O_3)[c]	1 hour	0.09 ppm	0.12 ppm	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Motor vehicles.
	8 hours	—	0.08 ppm		
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Classified as a chemical asphyxiant, CO interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm		
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	—	0.05 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.25 ppm			
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	—	0.03 ppm	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm			
	24 hours	0.04 ppm	0.14 ppm		
Particulate Matter (PM_{10})	Annual Geometric Mean	20 $\mu g/m^3$	—	May irritate eyes and respiratory tract. Absorbs sunlight, reducing amount of solar energy reaching the earth. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 Hours	50 $\mu g/m^3$	150 $\mu g/m^3$		
	Annual Arithmetic Mean	—	50 $\mu g/m^3$		
Particulate Matter ($PM_{2.5}$)[d]	Annual Geometric Mean	12 $\mu g/m^3$	15 $\mu g/m^3$	Increases respiratory disease, lung damage, cancer, premature death; reduced visibility; surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning. Also formed from reaction of other pollutants (acid rain, NO_X, SO_X, organics).
	24 Hours	—	65 $\mu g/m^3$		

Table 9 (Continued)

AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	California Standard [b]	Federal Primary Standard [b]	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Lead	Monthly	1.5 ug/m^3	—	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurologic dysfunction (in severe cases).	Lead smelters, battery manufacturing & recycling facilities.
	Quarterly	—	1.5 ug/m^3		
Sulfates (SO_4)	24 hours	25 ug/m^3	—	Decrease in ventilatory functions; aggravation of asthmatic symptoms; aggravation of cardio-pulmonary disease; vegetation damage; degradation of visibility; property damage.	Coal or oil burning power plants and industries, refineries, diesel engines.

[a] *Ambient air quality standards are set at levels which provide a reasonable margin of safety and protect the health of the most sensitive individual in the population.*

[b] *ppm = parts per million and µg/m^3 = micrograms per cubic meter.*

[c] *Ozone is formed when NO_X and ROC react in the presence of sunlight. There are no air quality standards for ROC. However, ROC is recognized as a pollutant of concern as it is a precursor to the formation of ozone.*

[d] *A Federal air quality standard for $PM_{2.5}$ was adopted in 1997. Presently, no methodologies for determining impacts relating to $PM_{2.5}$ have been developed. In addition, no strategies or mitigation programs for this pollutant have been developed or adopted by Federal, State, or regional agencies.*

Source: California Air Resources Board, Ambient Air Quality Standards*, 2004 and the USEPA, 2004.*

(b) California Clean Air Act

The California Clean Air Act (CCAA), signed into law in 1988, requires all areas of the State to achieve and maintain the California Ambient Air Quality Standards (CAAQS) by the earliest practical date. The CAAQS incorporate additional standards for most of the criteria pollutants and has set standards for other pollutants recognized by the State. In general, the California standards are more health protective than the corresponding NAAQS. California has also set standards for $PM_{2.5}$, sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. The Basin is in compliance with the California standards for sulfates, hydrogen sulfide, and vinyl chloride, but does not meet the California standard for visibility. Table 9 details the current NAAQS and CAAQS, while Table 10 provides the Basin's attainment status with respect to federal and State standards.

Table 10

SOUTH COAST AIR BASIN ATTAINMENT STATUS

Pollutant	National Standards	California Standards
Ozone (O_3) (1-hour standard)	Extreme	Non-attainment
Ozone (O_3) (8-hour standard)	Severe-17	N/A
Carbon Monoxide (CO)	Serious [a]	Non-attainment
Sulfur Dioxide (SO_2)	Attainment [b]	Attainment [b]
Nitrogen Dioxide (NO_2) [b]	Attainment [b]	Attainment
PM_{10}	Serious	Non-attainment
$PM_{2.5}$	Pending [c]	N/A
Lead (Pb)	Attainment [b]	Attainment [b]

N/A = not applicable

[a] *The Basin has technically met the CO standards for attainment since 2002, but the official status has not been reclassified by the USEPA.*

[b] *An air basin is designated as being in attainment for a pollutant if the standard for that pollutant was not violated at any site in that air basin during a three year period.*

[c] *Attainment status with the $PM_{2.5}$ standard will not be determined until 2004.*

Source: USEPA Region 9 and California Air Resources Board, 2004.

(c) South Coast Air Quality Management District (SCAQMD)

The SCAQMD has jurisdiction over an area of approximately 10,743 square miles. This area includes all of Orange County, all of Los Angeles County except for the Antelope Valley, the nondesert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The previously discussed Basin is a subregion of the SCAQMD jurisdiction. While air quality in this area has improved, the Basin requires continued diligence to meet air quality standards.

The SCAQMD has adopted a series of Air Quality Management Plans (AQMP) to meet the CAAQS and NAAQS. These plans require, among other emissions-reducing activities, control technology for existing sources; control programs for area sources and indirect sources; a SCAQMD permitting system designed to allow no net increase in emissions from any new or modified (i.e., previously permitted) emission sources; transportation control measures; sufficient control strategies to achieve a 5 percent or more annual reduction in emissions (or 15 percent or more in a 3-year period) for Reactive Organic Compounds (ROC), NO_X, CO, and PM_{10}; and demonstration of compliance with the California Air Resources Board's established reporting periods for compliance with air quality goals.

The SCAQMD adopted a comprehensive AQMP update, the 2003 Air Quality Management Plan for the South Coast Air Basin, on August 1, 2003.[19] The 2003 AQMP outlines the air pollution control measures needed to meet Federal health-based standards for O_3 (1-hour standard) by 2010 and PM_{10} by 2006. It also demonstrates how the Federal standard for CO, achieved for the first time at the end of 2002, will be maintained.[20] This revision to the AQMP also addresses several State and Federal planning requirements and incorporates substantial new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological data and new air quality modeling tools. The 2003 AQMP is consistent with and builds upon the approaches taken in the 1997 AQMP and the 1999 Amendments to the Ozone SIP for the South Coast Air Basin.[21] Lastly, the plan takes a preliminary look at what will be needed to achieve new and more stringent health standards for ozone and $PM_{2.5}$.

In adopting the AQMP, the SCAQMD: (1) committed to analyzing 12 additional long-term control measures, such as requiring the electrification of all cranes at ports; (2) set a target for distributing needed long-term emission reductions between the SCAQMD, the California Air Resources Board (CARB), and the USEPA; (3) assigned emission reductions to the USEPA;[22] and (4) forwarded to CARB and USEPA a list of more than 30 specific measures for consideration to further reduce emissions from on- and off-road mobile sources and consumer products. The AQMP identifies 26 air pollution control measures to be adopted by the SCAQMD to further reduce emissions from businesses, industry and paints. It also identifies 22 measures to be adopted by CARB and the USEPA to further reduce pollution from cars, trucks, construction equipment, aircraft, ships and consumer products.

The SCAQMD adopts rules and regulations to implement portions of the AQMP. Several of these rules may apply to construction or operation of the Project. For example, SCAQMD Rule 403 requires the implementation of best available fugitive dust control measures during active operations capable of generating fugitive dust emissions from onsite earth-moving activities, construction/ demolition activities, and construction equipment travel on paved and unpaved roads. SCAQMD Rule 403 is included in Appendix D of this Draft EIR.

The SCAQMD has published a handbook (*CEQA Air Quality Handbook*, November 1993) that is intended to provide local governments with guidance for analyzing and mitigating project-specific air quality impacts. This handbook provides standards, methodologies, and

[19] *South Coast Air Quality Management District, AQMD Website, www.aqmd.gov/news1/aqmp_adopt.htm.*

[20] *The Basin has technically met the CO standards since 2002, but the official attainment status has not been reclassified by the USEPA.*

[21] *Until the 2003 AQMP is officially approved by the USEPA, the 1997 AQMP and the 1999 Amendments to the Ozone SIP will remain in effect.*

[22] *In the event that USEPA rejects the plan, this provision would be eliminated.*

procedures for conducting air quality analyses in EIRs and was used extensively in the preparation of this analysis. In addition, the SCAQMD has published a guidance document (*Localized Significance Threshold Methodology for CEQA Evaluations*, June 2003) that is intended to provide guidance in evaluating localized effects from mass emissions during construction. This document was also used in the preparation of this analysis.

(d) Regional Comprehensive Plan and Guide

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the federally designated metropolitan planning organization (MPO) for the majority of the southern California region and is the largest MPO in the nation. With respect to air quality planning, SCAG has prepared the *Regional Comprehensive Plan and Guide* (*RCPG*) for the SCAG region, which includes Growth Management and Regional Mobility chapters that form the basis for the land use and transportation components of the AQMP and are utilized in the preparation of air quality forecasts and the consistency analysis that is included in the AQMP.

b. Existing Conditions

(1) Regional Context

The Project Site is located within the South Coast Air Basin (Basin), an approximately 6,745-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County. Its terrain and geographical location determine this distinctive climate of the Basin, as the Basin is a coastal plain with connecting broad valleys and low hills.

The southern California region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and dispersion of pollutants throughout the Basin making it an area of high pollution potential.

The greatest air pollution impacts throughout the Basin occur from June through September. This condition is generally attributed to the large amount of pollutant emissions, light winds and shallow vertical atmospheric mixing. This frequently reduces pollutant dispersion, thus causing elevated air pollution levels. Pollutant concentrations in the Basin vary with location, season, and time of day. Ozone concentrations, for example, tend to be lower along the coast, higher in the near inland valleys, and lower in the far inland areas of the Basin and adjacent desert. Over the past 30 years, substantial progress has been made in reducing air pollution levels in southern California.

The SCAQMD has published a Basin-wide air toxics study (MATES II, *Multiple Air Toxics Exposure Study*, March 2000). The MATES II study represents one of the most comprehensive air toxics studies ever conducted in an urban environment. The study was aimed at determining the cancer risk from toxic air emissions throughout the Basin by conducting a comprehensive monitoring program, an updated emissions inventory of toxic air contaminants, and a modeling effort to fully characterize health risks for those living in the Basin. The study concluded the average carcinogenic risk in the Basin is approximately 1,400 in one million. Mobile sources (e.g., cars, trucks, trains, ships, aircraft, etc.) represent the greatest contributors. Approximately 70 percent of all risk is attributed to diesel particulate emissions, approximately 20 percent to other toxics associated with mobile sources (including benzene, butadiene, and formaldehyde), and approximately 10 percent of all carcinogenic risk is attributed to stationary sources (which include industries and other certain businesses, such as dry cleaners and chrome plating operations). The SCAQMD is in the process of updating the MATES II Study with a MATES III Study.

(2) Local Area Conditions

(a) Existing Pollutant Levels at Nearby Monitoring Stations

The SCAQMD maintains a network of air quality monitoring stations located throughout the Basin. The monitoring station most representative of existing air quality conditions in the Project area is the West Los Angeles Monitoring Station, located at Wilshire Boulevard and Sawtelle Boulevard, approximately 6 miles north of the Project Site. Criteria pollutants, including O_3, CO, and NO_2 are monitored at this station. Particulate matter (PM_{10} and $PM_{2.5}$) and SO_2 are not monitored at the West Los Angeles Monitoring Station. The nearest and most representative monitoring station for PM_{10} and SO_2 is the Hawthorne Monitoring Station. This station is located on West 120th Street in Hawthorne. The most recent data available from these monitoring stations encompassed the years 1999 to 2003. Since neither the West Los Angeles nor Hawthorne monitoring stations monitor $PM_{2.5}$, the most representative coastal monitoring station for $PM_{2.5}$ is the North Long Beach Station. This station is located at 3648 North Long Beach Boulevard. The most recent data available from this monitoring station encompassed the

years 1999 to 2003. The data, shown in Table 11 on pages 143 and 144, show the following pollutant trends:

Ozone – The maximum 1-hour O_3 concentration recorded during the 1999 to 2003 period was 0.12 parts per million (ppm), which was recorded in 1999, 2002, and 2003. During this period, the California standard of 0.09 ppm was exceeded between 1 to 9 times annually, with the lowest number of exceedances recorded in 2001 and 2002. The national 1-hour O_3 standard of 0.12 ppm was not exceeded during the five-year period. The maximum 8-hour O_3 concentration was 0.08 ppm, which was recorded in each of the previous five years. The national 8-hour O_3 standard of 0.08 ppm was not exceeded during the previous five-year period.

Particulate Matter (PM_{10}) – The highest recorded concentration during the period 1999 to 2003 was 121 micrograms per cubic meter ($\mu g/m^3$), which was recorded in 2002. During this same time period, the California PM_{10} standard was exceeded between one and 12 times annually, with the highest number of exceedances in 2002 and the lowest number of exceedances recorded in 2003. PM_{10} is monitored every six days coincident to a national schedule; thus, PM_{10} exceedances are based on the number of days that sampling occurred.

Particulate Matter ($PM_{2.5}$) – The highest recorded concentration during the period 1999 to 2003 was 81.5 $\mu g/m^3$, which was recorded in 2000. During the 1999 to 2003 time period, the national $PM_{2.5}$ standard for a 24-hour averaging time was exceeded between 0 and 4 times with the highest number of exceedances recorded in 2000. $PM_{2.5}$ is monitored every six days coincident to a national schedule; thus, $PM_{2.5}$ exceedances are based on the number of days that sampling occurred.

Carbon Monoxide – The maximum recorded 1-hour concentration during the 1999 to 2003 period was 6.0 ppm, which was recorded in 1999 and 2000. During this time period, there were no exceedances of the California or national 1-hour carbon monoxide standards. The maximum recorded 8-hour carbon monoxide was 4.3 ppm, which was recorded in 2000. There were also no exceedances of the California or national 8-hour CO standards.

Nitrogen Dioxide – The highest recorded concentration of NO_2 during the period 1999 to 2003 was 0.16 ppm, which was recorded in 2000. No violations of the California or national standards occurred during this time period.

Sulfur Dioxide – The highest recorded 1-hour concentration of SO_2 during the period 1999 to 2003 was 0.17 ppm, which was recorded in 2000. The highest recorded 24-hour concentration of SO_2 during the period 1999 to 2003 was 0.20 ppm, which was recorded in 1999. No violations of the California or national standards were recorded during this time period.

Table 11

POLLUTANT STANDARDS AND AMBIENT AIR QUALITY DATA FROM THE WEST LOS ANGELES, HAWTHORNE, AND NORTH LONG BEACH MONITORING STATION

Pollutant/Standard	1999	2000	2001	2002	2003
Ozone (O_3)					
O_3 (1-hour)					
Maximum Concentration (ppm)	0.12	0.10	0.10	0.12	0.12
Days > CAAQS (0.09 ppm)	4	2	1	1	9
Days > NAAQS (0.12 ppm)	0	0	0	0	0
O_3 (8-hour)					
Maximum Concentration (ppm)	0.08	0.08	0.08	0.08	0.08
Days > NAAQS (0.08 ppm)	0	0	0	0	0
Particulate Matter (PM_{10})					
PM_{10} (24-hour)					
Maximum Concentration ($\mu g/m^3$)	69 [a]	74 [a]	75 [a]	121 [a]	57 [a]
Days > CAAQS (50 $\mu g/m^3$)	6	9	8	12	1
Days > NAAQS (150 $\mu g/m^3$)	0	0	0	0	0
PM_{10} (Annual Average)					
Annual Arithmetic Mean (50 $\mu g/m^3$)	35	36	37	37	37
Annual Geometric Mean (20 $\mu g/m^3$)	33	33	34	34	N/A
Particulate Matter ($PM_{2.5}$)					
$PM_{2.5}$ (24-hour)					
Maximum Concentration ($\mu g/m^3$)	66.9 [a]	81.5 [a]	72.9 [a]	62.7 [a]	46.5 [a]
Days > NAAQS (65 $\mu g/m^3$)	1	4	1	0	0
$PM_{2.5}$ (Annual Average)					
Annual Geometric Mean (12 $\mu g/m^3$)	21.5	19.2	21.4	19.5	N/A
Carbon Monoxide (CO)					
CO (1-hour)					
Maximum Concentration (ppm)	6	6	4	N/A	N/A
Days > CAAQS (20 ppm)	0	0	0	N/A	N/A
Days > NAAQS (35 ppm)	0	0	0	N/A	N/A
CO (8-hour)					
Maximum Concentration (ppm)	3.8	4.3	3.0	2.7	2.5
Days > CAAQS (9.0 ppm)	0	0	0	0	0
Days > NAAQS (9 ppm)	0	0	0	0	0

Table 11 (Continued)

POLLUTANT STANDARDS AND AMBIENT AIR QUALITY DATA FROM THE WEST LOS ANGELES, HAWTHORNE, AND NORTH LONG BEACH MONITORING STATION

Pollutant/Standard	1999	2000	2001	2002	2003
Nitrogen Dioxide (NO_2)					
NO_2 (1-hour – State Standard)					
Maximum Concentration (ppm)	0.13	0.16	0.11	0.11	0.09
Days > CAAQS (0.25 ppm)	0	0	0	0	0
NO_2 (Annual Average – National Standard))					
Annual Arithmetic Mean (0.05 ppm)	0.029	0.027	0.025	0.024	N/A
Sulfur Dioxide (SO_2)					
SO_2 (1-hour)					
Maximum Concentration (ppm)	0.09 [a]	0.17 [a]	0.09 [a]	N/A	N/A
Days > CAAQS (0.25 ppm)	0	0	0	N/A	N/A
SO_2 (24-hour)					
Maximum Concentration (ppm)	0.020	0.017	0.012	0.007	0.004
Days > CAAQS (0.04 ppm)	0	0	0	0	0
Days > NAAQS (0.14 ppm)	0	0	0	0	0
SO_2 (Annual Average)					
Annual Arithmetic Mean	0.004	0.002	0.001	0.001	N/A
Days > NAAQS (0.03 ppm)	0	0	0	0	0

Ambient data for airborne lead is not included in this table since the Basin is currently in compliance with State and national standards for lead.

ppm = parts per million *$\mu g/m^3$ = micrograms per cubic meter* *N/A = not available*

[a] *The West Los Angeles Ambient Air Quality Monitoring Station stopped monitoring for SO_2 in 1991. PM_{10} was never monitored. Data presented for PM_{10} is from the Hawthorne Monitoring Station. Data presented for $PM_{2.5}$ is from the North Long Beach Monitoring Station.*

Source: South Coast Air Quality Management District, Air Quality Data 1999-2001 and California Air Resources Board, Air Quality Data 2002-2003.

Lead – The Basin is currently in compliance with California and National standards for Pb and, therefore, no ambient data for airborne Pb is available for the applicable monitoring station.

(b) Existing Health Risk in the Surrounding Area

According to the SCAQMD's MATES-II study, the Project Site is within a cancer risk zone of approximately 200-300 in one million. In comparison, the average cancer risk in the Basin is 1,400 per million.

(c) Sensitive Receptor Locations

With regards to air quality, residential areas are considered to be sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to pollutants. Places where children congregate (e.g., schools, daycares and play areas) are also considered especially sensitive to air pollution as children's lungs are not as fully developed as adult lungs. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise may place a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial and commercial areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent, as the majority of the workers tend to stay indoors most of the time. In addition, the working population is generally the healthiest segment of the public. The locations of sensitive receptors relative to the Project Site are displayed in Figure 19 on page 146.

3. ENVIRONMENTAL IMPACTS

a. Significance Thresholds

Construction Emissions

Based on criteria set forth in the City of Los Angeles' *CEQA Thresholds Guide*, the proposed Project would have a significant construction emissions impact if any of the following occurred:

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 75 pounds a day for ROC; (2) 100 pounds per day for NO_X; (3) 550 pounds per day for CO; and (4) 150 pounds per day for PM_{10} or SO_X.[23]

[23] *South Coast Air Quality Management District, CEQA Air Quality Handbook, Chapter 6 (Determining the Air Quality Significance of a Project), 1993.*

Source: Landiscor, Photo Date October 2003

Figure 19
Air Quality
Sensitive Receptor Locations

- Project-related fugitive dust and construction equipment combustion emissions cause an incremental increase in localized PM_{10} concentrations of 10.4 $\mu g/m^3$ or cause a violation of NO_2 or CO ambient air quality standards.[24]

Operational Emissions

Based on criteria set forth in the City of Los Angeles' CEQA Thresholds Guide, the proposed Project would have a significant operational emissions impact if any of the following occurred:

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 55 pounds a day for ROC; (2) 55 pounds per day for NO_X; (3) 550 pounds per day for CO; and (4) 150 pounds per day for PM_{10} or SO_X.[25]

- The proposed Project causes an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 parts per million (ppm), respectively, at an intersection or roadway within 0.25 mile of a sensitive receptor.

- The Project would not be compatible with SCAQMD and SCAG air quality polices if it:

  – causes an increase in the frequency or severity of existing air quality violations;

  – causes or contributes to new air quality violations;

  – delays timely attainment of air quality standards or the interim emission reductions specified in the AQMP; or

  – exceeds the assumptions utilized in the SCAQMD's AQMP.

- The Project would not be compatible with City of Los Angeles air quality policies if it does not substantially comply with the air quality goals and policies set forth within the City's General Plan.

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[24] *While the SCAQMD's CEQA Air Quality Handbook (CEQA Handbook, 1993), does not provide any localized thresholds, the SCAQMD currently recommends localized significance thresholds (LST) for PM_{10}, NO_2, and CO in its draft document titled "SCAQMD Localized Significance Threshold Methodology for CEQA Evaluations (SCAQMD LST Guidelines)," June 19, 2003.*

[25] *South Coast Air Quality Management District, CEQA Air Quality Handbook, Chapter 6 (Determining the Air Quality Significance of a Project), 1993.*

Toxic Air Contaminants

Based on criteria set forth in the City of Los Angeles CEQA Thresholds Guide, the proposed Project would have a significant toxic air contaminants impact if:

- On-site stationary sources emit carcinogenic or toxic air contaminants that individually or cumulatively exceed the maximum individual cancer risk of ten in one million or an acute or chronic hazard index of 1.0.[26]

- Hazardous materials associated with on-site stationary sources result in an accidental release of air toxic emissions or acutely hazardous materials posing a threat to public health and safety.

- The Project would be occupied primarily by sensitive individuals within 0.25 mile of any existing facility that emits air toxic contaminants which could result in a health risk for pollutants identified in District Rule 1401.[27]

b. Project Features

The following design features that result in a reduction in air quality emissions are included as part of the proposed Project.

- The proposed Mixed Use Project would provide residential and commercial uses in an urban context that encourages pedestrian oriented and non-motorized transportation. As a result, air pollutant emissions related to development of the proposed Mixed Use Project from mobile sources would be reduced.

- The proposed Mixed Use Project would locate residential units near major transportation corridors and within close proximity to public transportation and bicycle paths. As a result, air pollutant emissions related to development of the proposed Mixed Use Project from mobile sources would be reduced.

c. Analysis Methodology/Evaluation of Project Impacts

The following analysis of air quality impacts addresses all activities anticipated to occur within the Project Site. As no physical changes would occur within the Add Area components,

[26] *SCAQMD Risk Assessment Procedures for Rules 1401 and 212, November 1998.*

[27] *SCAQMD, CEQA Air Quality Handbook, Chapter 6 (Determining the Air Quality Significance of a Project).*

there is no potential for air quality impacts to occur. Therefore, the analysis presented below focuses on the impacts of the proposed Mixed Use Project.

An evaluation of potential impacts to local and regional air quality that may result from the construction and long-term operations of the proposed Mixed Use Project was conducted as follows:

- **Construction-Period Impacts.** Mass daily emissions during construction were forecast using URBEMIS 2002, which is an emissions estimation/evaluation model developed by the CARB that is based, in part, on SCAQMD *CEQA Air Quality Handbook* guidelines and methodologies. The URBEMIS 2002 model separates the construction process into three phases. The first phase is building demolition with emissions resulting from demolition dust, debris haul truck trips, equipment exhaust, and worker commute exhaust. The second phase of construction is site grading with emissions resulting from fugitive dust, soil haul truck trips, equipment exhaust, and worker commute exhaust. The third phase is subdivided into building equipment, architectural coating, asphalt, and worker commute. Emissions from the third phase of construction include equipment exhaust from building construction and asphalt paving, ROC emissions from architectural coating and asphalt paving, and worker commute exhaust. The localized effects from the on-site portion of mass daily emissions were evaluated using procedures outlined in the SCAQMD LST Guidance Document. A complete listing of the construction equipment by phase and duration assumptions used in this analysis is included within the URBEMIS 2002 printout sheets that are provided in Appendix D (Air Quality) of this Draft EIR.

- **Operations-Period Impacts.** The URBEMIS 2002 software was also used to forecast the mass daily emissions estimates from mobile- and area-sources that would occur during long-term Project operations. In calculating mobile-source emissions, the URBEMIS 2002 default trip length assumptions were applied to the average daily trip (ADT) estimates provided by the Project's traffic consultant to arrive at vehicle miles traveled (VMT). Stationary-source emissions were compiled using procedures outlined in the SCAQMD *CEQA Handbook*. Localized CO concentrations were evaluated using the CALINE4 microscale dispersion model, developed by Caltrans, in combination with EMFAC 2002 emission factors. All emissions calculation worksheets and air quality modeling output files are provided in Appendix D (Air Quality) of this Draft EIR.

(1) Construction-Period Impacts

(a) Regional Air Quality Impacts

Construction of the proposed Mixed Use Project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the site of the Mixed Use Project. In addition, fugitive dust emissions would result from demolition and construction activities. Mobile source emissions, primarily NO_X, would result from the use of construction equipment such as bulldozers, wheeled loaders, and cranes. During the finishing phase, paving operations and the application of architectural coatings (i.e., paints) and other building materials would release reactive organic compounds. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources.

A single-phase development is proposed for Project construction that would include demolition of existing structures, development of the foundation, and building construction. Construction efforts would include the excavation and exportation of approximately 100,000 cubic yards of earth for the development of the subterranean parking facility. Construction of the proposed Mixed Use Project would be expected to occur over a 25-month timeframe and may begin as early as January 2006. In addition, there may be overlapping construction phases. Concurrent construction activity may occur for the demolition and site preparation phases and for the site preparation and the building construction/finishing stages.

The total amount of construction, the duration of construction and the intensity of construction activity could have a substantial effect upon the amount of construction emissions, concentrations and the resulting impacts occurring at any one time. As such, the emissions forecasts provided reflect a specific set of conservative assumptions based on the expected construction scenario wherein a relatively large amount of construction is occurring in a relatively intensive manner. As presented in Table 12 on page 151, concurrent construction-related daily (short-term) emissions would not exceed SCAQMD significance thresholds for CO, PM_{10}, or SO_X. However, construction-related daily (short-term) emissions would exceed SCAQMD significance thresholds for ROC and NO_X. Thus, construction emissions would result in a significant short-term regional air quality impact without the incorporation of mitigation measures.

Table 12

ESTIMATE OF MIXED USE PROJECT REGIONAL CONSTRUCTION EMISSIONS [a]
(pounds/day)

Stage [b]	ROC	NO_X	CO	SO_X	PM_{10} [c]
Site Demolition (2-month duration)					
On-Site	13	85	101	<1	8
Off-Site	1	18	6	<1	1
Total	14	103	107	<1	9
Site Preparation (4-month duration)					
On-Site	10	63	87	<1	26
Off-Site	2	33	6	<1	1
Total	12	96	93	<1	27
Building Construction/Finishing (20-month duration)					
On-Site	64	76	92	<1	2
Off-Site	2	1	9	<1	<1
Total	66	77	101	<1	3
Maximum Concurrent Emissions	**78** [d]	**199** [e]	**200** [e]	**1**	**36** [e]
Regional Daily Significance Threshold	75	100	550	150	150
Over/(Under)	3	99	(350)	(149)	(114)
Exceed Threshold?	**Yes**	**Yes**	**No**	**No**	**No**
Maximum Concurrent On-Site Emissions [f]	—	**148**	**188**	—	**34**
Localized Daily Significance Threshold	—	226	1,844	—	110
Over/(Under)	—	(78)	(1,656)	—	(76)
Exceed Threshold?	N/A	**No**	**No**	N/A	**No**

[a] *Compiled using the URBEMIS 2002 emissions inventory model. The equipment mix and use assumption for each phase is provided in Appendix D of this EIR.*

[b] *Although the stage durations total 26 months, the proposed Project duration would be 25 months due to overlapping stages.*

[c] *PM_{10} emissions estimates are based on compliance with SCAQMD Rule 403 requirements for fugitive dust suppression.*

[d] *Maximum concurrent emissions would occur during the site preparation and building erection/finishing stages.*

[e] *Maximum concurrent emissions would occur during the demolition and site preparation stages.*

[f] *The Project Site is located in SCAQMD Source Receptor Area (SRA) No. 2. These LSTs are for SRA No. 2. The nearest sensitive receptor is a residential area located approximately 300 feet to the west. In regard to the LST look-up tables, the analysis assumed a 5-acre site with a 100-meter receptor distance.*

Source: PCR Services Corporation, 2004.

(b) Localized Air Quality Impacts

Emissions for the localized construction air quality analysis were compiled using the localized significance thresholds (LST) methodology recommended by the SCAQMD. Similar to regional emissions, localized on-site emissions were calculated using URBEMIS 2002. The CO and NO_2 LSTs were derived by the SCAQMD, by converting localized mass emissions into

air concentrations, adding the incremental concentration from proposed Mixed Use Project activity to the peak background NO_2 and CO concentrations recorded at the local air monitoring station, and comparing the total concentration to the most stringent air quality standard. The construction-period PM_{10} LSTs was derived by the SCAQMD, using a dispersion model to back-calculate the emissions necessary to exceed a concentration equivalent to 50 $\mu g/m^3$ over five hours, which is the SCAQMD Rule 403 control requirement.

As shown previously in Table 12 on page 151, the conservative estimate of localized mass daily emissions would not exceed the SCAQMD daily significance thresholds for NO_2, PM_{10}, or CO during construction. Therefore, potential impacts to localized air quality during construction would be less than significant and no mitigation measures are required.

(c) Toxic Air Contaminants

The greatest potential for toxic air contaminant (TAC) emissions would be related to diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively short-term construction schedule of 25 months, and that construction activity would emit a maximum of three pounds per day of diesel particulate matter, the proposed Mixed Use Project would not result in a long-term (i.e., 70 years) substantial source of TAC emissions with no residual emissions after construction and corresponding individual cancer risk. As such, potential impacts related to TAC emissions during construction would be less than significant and no mitigation measures are required.

(2) Operations-Period Impacts

(a) Regional Air Quality Impacts

Regional air pollutant emissions associated with proposed Mixed Use Project operations would be generated by the consumption of electricity and natural gas and by the operation of on-road vehicles. Pollutant emissions associated with energy demand (i.e., electricity generation and natural gas consumption) are classified by the SCAQMD as regional stationary source emissions. Electricity is considered an area source since it is produced at various locations within, as well as outside of, the Basin. Since it is not possible to isolate where electricity is produced, these emissions are conservatively considered to occur within the Basin and are regional in nature. Criteria pollutant emissions associated with the production and consumption

of energy were calculated using emission factors from the SCAQMD's *CEQA Air Quality Handbook* (Appendix to Chapter 9).

Mobile-source emissions were calculated using the URBEMIS 2002 emissions inventory model, which multiplies an estimate of daily vehicle miles traveled (VMT) by applicable Emfac2002 emissions factors. The URBEMIS 2002 model output and worksheets for calculating regional operational daily emissions are provided in Appendix D of this Draft EIR. As shown in Table 13 on page 154, net regional emissions resulting from the proposed Mixed Use Project would not exceed regional SCAQMD thresholds for ROC, NO_X, SO_X, CO, or PM_{10}. Therefore, impacts associated with these pollutants would be less than significant.

(b) Localized Air Quality Impacts

Within an urban setting, vehicle exhaust is the primary source of CO. Consequently, the highest CO concentrations are generally found within close proximity to congested intersection locations. Under typical meteorological conditions, CO concentrations tend to decrease as distance from the emissions source (i.e., congested intersection) increase. For purposes of providing a conservative, impact analysis, CO concentrations are typically analyzed at congested intersection locations, because if impacts are less than significant in close proximity of the congested intersections, impacts will also be less than significant at more distant sensitive receptor locations.

Project traffic, during the operational phase of the proposed Mixed Use Project, would have the potential to create local area CO impacts. The SCAQMD recommends a hot-spot evaluation of potential localized CO impacts when volume-to-capacity ratios are increased by two percent at intersections with a level of service (LOS) of D or worse. The SCAQMD also recommends a CO hot-spot evaluation when an intersection decreases in LOS by one level beginning when a LOS changes from an LOS of C to D. Intersections were selected for analysis based on information provided in the Traffic Impact Study prepared by Kaku Associates (See Appendix C of the Draft EIR for the complete traffic study.)

Local area CO concentrations were projected using the CALINE-4 traffic pollutant dispersion model. The analysis of CO impacts followed the protocol recommended by the California Department of Transportation and published in the document titled *Transportation Project-Level Carbon Monoxide Protocol*, December 1997. It is also consistent with procedures identified through the SCAQMD's CO modeling protocol, with all four corners of each intersection analyzed to determine whether the proposed Mixed Use Project would result in a CO concentration that exceeds federal or State CO standards. Pursuant to these guidelines, receptor locations for the 1-hour analysis were located 3 meters from each intersection corner and receptor locations for the 8-hour analysis were located 7 meters from each intersection corner.

Table 13

PROPOSED MIXED USE PROJECT-RELATED OPERATIONAL WEEKDAY EMISSIONS (Pounds per Day)

Emission Source	CO	NO_X	PM_{10}	ROC	SO_X
Existing Conditions					
On Road Mobile Sources [a]	102	13	11	8	<1
Stationary Sources [b]	<1	1	<1	<1	<1
Total (Existing Conditions)	**102**	**14**	**11**	**8**	**<1**
Proposed Project					
On Road Mobile Sources [a]	238	29	25	22	<1
Stationary Sources [b]	2	9	<1	<1	<1
Total (Proposed Project)	**240**	**38**	**25**	**22**	**<1**
Total Net Emissions (Proposed – Existing)	**138**	**24**	**14**	**14**	**<1**
SCAQMD Daily Significance Threshold	550	55	150	55	150
Over (Under)	(412)	(31)	(136)	(41)	(149)
Significant?	**No**	**No**	**No**	**No**	**No**

[a] *Mobile emissions calculated using the URBEMIS 2002 emissions model. Model output sheets are provided in Appendix D of this Draft EIR.*

[b] *Emissions due to Project-related electricity generation and natural gas consumption, calculated based on guidance provided in the SCAQMD's CEQA Air Quality Handbook. Worksheets are provided in Appendix D of this Draft EIR.*

Sources: PCR Services Corporation, 2004.

The proposed Mixed Use Project's CO concentrations for the 1- and 8-hour averaging periods during the A.M. and P.M. peak travel periods are presented in Table 14 on page 155. As shown, the proposed Mixed Use Project would not have a significant impact upon 1-hour or 8-hour local CO concentrations due to mobile source emissions. As significant impacts would not occur at the intersections with the highest traffic volumes that are located adjacent to sensitive receptors, no significant impacts are anticipated to occur at any other locations in the study area as the conditions yielding CO hotspots would not be worse than those occurring at the analyzed intersections. Consequently, on- and off-site sensitive receptors would not be significantly affected by CO emissions generated by the net increase in traffic which would occur under the proposed Mixed Use Project.

Table 14

LOCAL AREA CARBON MONOXIDE DISPERSION ANALYSIS

Intersection	Peak Period[a]	Maximum 1-Hour 2007 Base Concentration[b] (ppm)	Maximum 1-Hour 2007 w/ Project Concentration[c] (ppm)	Significant 1-Hour Impact[d]	Maximum 8-Hour 2007 Base Concentration[e] (ppm)	Maximum 8-Hour 2007 w/ Project Concentration[f] (ppm)	Significant 8-Hour Impact[d]
Glencoe Avenue and Washington Boulevard	A.M.	6.9	6.9	No	4.1	4.2	No
	P.M.	8.3	8.3	No	4.7	4.7	No
Lincoln Boulevard and Maxella Avenue	A.M.	8.5	8.7	No	5.1	5.3	No
	P.M.	8.8	9.0	No	5.4	5.5	No
Lincoln Boulevard and Mindanao Way	A.M.	8.8	8.8	No	5.4	5.4	No
	P.M.	8.9	8.9	No	5.4	5.4	No
Lincoln Boulevard and Venice Boulevard	A.M.	8.9	8.9	No	5.2	5.2	No
	P.M.	9.3	9.3	No	5.4	5.4	No
Lincoln Boulevard and Washington Boulevard	A.M.	8.5	8.5	No	5.1	5.1	No
	P.M.	9.7	9.7	No	5.8	5.8	No

ppm = parts per million

[a] *Peak hour traffic volumes are based on the Traffic Impact Study prepared for the Project by Kaku and Associates, August 2004.*

[b] *SCAQMD 2007 1-hour ambient background concentration (4.8 ppm) + 2007 Base traffic CO 1-hour contribution.*

[c] *SCAQMD 2007 1-hour ambient background concentration (4.8 ppm) + 2007 w/ Project traffic CO 1-hour contribution.*

[d] *The most restrictive standard for 1-hour CO concentrations is 20 ppm and for 8-hour concentrations is 9.0 ppm.*

[e] *SCAQMD 2007 8-hour ambient background concentration (3.0 ppm) + 2007 Base traffic CO 8-hour contribution.*

[f] *SCAQMD 2007 8-hour ambient background concentration (3.0 ppm) + 2007 w/ Project traffic CO 8-hour contribution.*

Source: PCR Services Corporation, 2004.

(c) Toxic Air Contaminants

The primary source of potential air toxics associated with proposed Mixed Use Project operations include diesel particulates from delivery trucks (e.g., truck traffic on local streets and on-site truck idling). The SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulates (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.[28] Potential localized air toxic impacts from on-site sources of diesel particulate emissions would be minimal because only a limited number of heavy-duty trucks (e.g., a refuse truck and two to four delivery trucks) would access the site of the Mixed Use Project per day. In addition, due to the type and size of the proposed Mixed Use Project (i.e., 310 dwelling units and 9,000 square feet of

[28] *SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.*

retail/commercial space), it would be unlikely for trucks that do visit the site to idle on the site of the Mixed Use Project for extended periods of time.[29] Based on the limited activity of the toxic air contaminant sources, the proposed Mixed Use Project would not warrant the need for a health risk assessment, and potential air toxic impacts to on- and off-site receptors would be less than significant.

Typical sources of acutely and chronically hazardous toxic air contaminants include industrial manufacturing processes, automotive repair facilities, and dry cleaning facilities. The proposed Mixed Use Project would not include any of these potential sources, although minimal emissions may result from the use of consumer products. As such, the proposed Project would not release substantial amounts of toxic contaminants; and potential impacts to the human health of on- and off-site individuals would be less than significant.

(d) SCAQMD Handbook Policy Analysis

In accordance with the procedures established in the SCAQMD *CEQA Air Quality Handbook*, the following criteria are required to be addressed in order to determine the proposed Project's consistency with SCAQMD and Southern California Association of Governments (SCAG)[30] policies:

1. Will the Project result in any of the following:

   - An increase in the frequency or severity of existing air quality violations; or
   - Cause or contribute to new air quality violations; or
   - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

[29] *Unlike warehouse superstores and supermarkets that range from approximately 50,000 square feet to more than 100,000 square feet, the 9,000 square feet of commercial/retail space proposed as part of the Project would not require large-scale deliveries that lead to extended periods (i.e. more than ten minutes) of delivery truck idle time.*

[30] *SCAG is the federally designated Metropolitan Planning Organization (MPO) for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial. As the designated MPO, SCAG is mandated by the federal government to develop and implement regional plans that address transportation, growth management, hazardous waste management, and air quality issues.*

2. Will the Project exceed the assumptions utilized in preparing the AQMP?

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis include forecasts of project emissions in a regional context during construction and project occupancy. These forecasts are provided earlier in this section. Since the consistency criteria identified under the first criterion pertain to pollutant concentrations, rather than to total regional emissions, an analysis of the proposed Mixed Use Project's pollutant emissions on localized pollutant concentrations is used as the basis for evaluating Project consistency.[31]

Consistent with SCAQMD-recommended methodology, construction-period PM_{10}, CO, and NO_2 emissions, and operations-period mobile-source CO emissions were evaluated to ascertain if such emissions have the potential to cause localized pollutant concentrations to exceed national or State ambient air quality standards at on-site and nearby off-site sensitive receptor locations. SO_2 mass daily emissions would be negligible during Project construction and long-term operations, and therefore would not have potential to cause or affect a violation of the SO_2 ambient air quality standard; and there is no ambient air quality standard for ROC concentrations, only a regional emissions threshold.

As demonstrated earlier, the conservative estimate of localized PM_{10}, NO_2, and CO mass daily emissions during construction would not exceed their SCAQMD respective localized significance thresholds, and, as a result, potential impacts to local air quality were concluded to be less than significant. In other words, localized PM_{10}, NO_2, and CO mass emissions during construction would not have the potential to cause or affect a violation of an applicable ambient air quality standard.

During long-term operations of the proposed Mixed Use Project, CO is the preferred pollutant for assessing local area air quality impacts from post-construction motor vehicle operations. Based on methodologies set forth by the SCAQMD, one measure of local area air quality impacts that can indicate whether the proposed Project would cause or affect a violation of an air quality standard would be based on the estimated CO concentrations at selected receptor locations located in close proximity to the Project Site. As indicated earlier, CO emissions were analyzed using the CALINE-4 model. No violations of the State and Federal carbon monoxide standards are projected to occur. The proposed Mixed Use Project would result in less than significant impacts on CO concentrations during Project operations, as well as PM_{10}, CO, and NO_2 concentrations during Project construction. As such, the proposed Project would meet the first AQMP consistency criterion.

[31] *South Coast Air Quality Management District, CEQA Air Quality Handbook, p. 12-3, 1993.*

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it must be recognized that air quality planning within the Basin focuses on the attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed Project exceeds the assumptions utilized in preparing the forecasts presented in the AQMP.

Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with the population, housing and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis of each of these three criteria.

- Is the project consistent with the population, housing and employment growth projections upon which AQMP forecasted emission levels are based?

A project is consistent with the AQMP if it is consistent with the population, housing and employment assumptions which were used in the development of the AQMP. The 2003 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates, in part, SCAG's 2001 Regional Transportation Plan (RTP) socioeconomic forecast projections of regional population and employment growth.

SCAG locates the Project Site within the City of Los Angeles Subregion. The 2001 RTP projects that employment in this subregion will grow by about 42,341 jobs between 2004 and 2007. The proposed Mixed Use Project is projected to result in a net increase of approximately 27 jobs, or approximately 0.06 percent of the total job growth projected for the subregion. Such levels of employment growth are consistent with employment forecasts for the subregion as adopted by SCAG. The proposed Mixed Use Project includes residential units and would result in increased permanent population growth. The proposed Mixed Use Project is expected to add 310 new housing units, which represents 0.7 percent of the 47,238 new housing units projected in SCAG's RTP between 2004 and 2007 for the subregion in which the Project is located (i.e., Los Angeles City Subregion). Such levels of population growth are consistent with population forecasts for the subregion as adopted by SCAG. Because the SCAQMD has incorporated these same projections into the AQMP, it can be concluded that the proposed Project would be consistent with the projections in the AQMP.

- Does the project implement all feasible air quality mitigation measures?

As discussed below in Section IV.D.5, Mitigation Measures, all feasible mitigation measures are prescribed to reduce the Project's significant construction air quality impacts to the extent feasible. In addition, the proposed Mixed Use Project will incorporate a wide array of key air pollution control measures (e.g., implementation of Rule 403 requirements) identified by the SCAQMD.

- To what extent is project development consistent with the land use policies set forth in the AQMP?

The proposed Mixed Use Project would serve to implement a number of land use policies of the City of Los Angeles and SCAG. Locating the Project within walking distance of existing commercial uses and public transportation would provide improved opportunities for: (1) pedestrian travel; and (2) the use of public transit and other alternative transportation modes, thereby fulfilling the City objective of reducing vehicle miles traveled and vehicular air emissions.

The proposed Mixed Use Project includes enhancements to the pedestrian environment which will further promote alternative modes of access. Vehicle trips would likely be minimized by the proposed mix of complimentary land uses (i.e., residential and retail uses) and because convenient transit access would be available. This pattern would also be consistent with regional and City growth management policies. Consequently, the proposed Mixed Use Project would be consistent with AQMP land use policies.

Overall, operation of the proposed Mixed Use Project is found to be consistent with the AQMP, as the proposed Mixed Use Project would not cause or worsen an exceedance of an ambient air quality standard, would not delay the attainment of an air quality standard, is consistent with the AQMP's growth projections, implements all feasible air quality mitigation measures, and would be consistent with the AQMP's land use policies.

(e) City of Los Angeles General Plan Policy Analysis

The City of Los Angeles General Plan was prepared in response to California state law requiring that each city and county adopt a long-term comprehensive general plan. According to State Guidelines, a general plan must be integrated, internally consistent, and present goals, objectives, policies and implementation guidelines for decision makers to use. The City of Los Angeles addresses air quality issues in the Air Quality Element, which is part of the City's

General Plan. The planning area for the City's Air Quality Element covers the entire City of Los Angeles, which encompasses an area of about 465 square miles.

The City's General Plan Air Quality Element serves to aid the greater Los Angeles region in attaining federal and State ambient air quality standards at the earliest feasible date, while still maintaining economic growth and improving the quality of life. The City's Air Quality Element and its accompanying Clean Air Program acknowledge the interrelationships between transportation and land use planning in meeting the City's mobility and clean air goals. With the City's adoption of the Air Quality Element and the accompanying Clean Air Program, the City is seeking to achieve consistency with regional Air Quality, Growth Management, Mobility, and Congestion Management Plans.

To achieve these goals, performance-based standards have been adopted to provide flexibility in implementation of the policies and objectives of the City's Air Quality Element. The following City Air Quality Element Goals, Objectives and Policies are relevant to the Proposed Project:

Goal 2 – Less reliance on single occupant vehicles with fewer commute and non-work trips.

Objective 2.1 – It is the objective of the City of Los Angeles to reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals.

Policy 2.1.1 – Utilize compressed work week schedules and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in an effort to reduce vehicle trips and/or vehicle miles traveled as an employer and encourage the private sector to do the same to reduce vehicle trips and traffic congestion.

Through site selection and smart growth development practices, the proposed Mixed Use Project would provide for less reliance on single occupant vehicles and fewer commute and non work trips by: (1) providing residential and commercial spaces in an urban context that encourages pedestrian oriented and non-motorized transportation; and (2) locating residential units near major transportation corridors and within close proximity to public transportation and bicycle paths. In addition, the proposed Mixed Use Project would help facilitate a jobs/housing balance by locating residential units into the jobs rich-housing poor West Los Angeles area. As a result, air pollutant emissions related to Project development from mobile sources would be reduced.

Goal 4 – Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation and air quality.

Objective 4.1 – It is the objective of the City of Los Angeles to include regional attainment of ambient air quality standards as a primary consideration in land use planning.

Policy 4.1.1 – Coordinate with all appropriate regional agencies in the implementation of strategies for the integration of land use, transportation and air quality policies.

As described above as part of the analysis relative to Goal 2, the proposed Mixed Use Project would reduce vehicle trips and vehicle miles traveled through site selection and smart growth development practices. In addition, development of the Mixed Use Project at the proposed site offers the opportunity to utilize existing infrastructure to support growth in the Project area. It is well served by bus transit and bicycle paths, and has the opportunity to encourage pedestrian activities in this area. As discussed above, the proposed Mixed Use Project would serve to implement a number of City, SCAG, and SCAQMD policies related to regional land use planning. Therefore, it is considered compatible with the policy to coordinate with all appropriate regional agencies.

Based upon this analysis the proposed Mixed Use Project would be compatible with the air quality goals and policies set forth within the City's General Plan.

Overall, no significant impacts would occur as a result of development of the proposed Mixed Use Project with respect to consistency with applicable air quality policies.

4. CUMULATIVE IMPACTS

a. Construction Impacts

There are 23 related projects identified within the proposed Project study area. Since the Applicant has no control over the timing or sequencing of the related projects, any quantitative analysis to ascertain daily construction emissions that assumes multiple, concurrent construction projects would be speculative. For this reason, the SCAQMD's methodology to assess a project's cumulative impact differs from the cumulative impacts methodology employed elsewhere in this EIR, in which foreseeable future development within a given service boundary or geographical area is predicted and associated impacts measured.

With respect to the Project's construction-period air quality emissions and cumulative Basin-wide conditions, the SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to Federal Clean Air Act mandates. As demonstrated earlier, the proposed Mixed Use Project would comply with SCAQMD Rule 403 requirements, and implement all feasible mitigation measures. In addition, the proposed Project would comply with adopted AQMP emissions control measures. Per SCAQMD rules and mandates and the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., Rule 403 compliance, the implementation of all feasible mitigation measures, and compliance with adopted AQMP emissions control measures) would also be imposed on construction projects Basin-wide, which would include each of the 23 related projects. With respect to TAC emissions during construction, none of the related projects are in the immediate vicinity of the Project Site (i.e., within 500 feet), and given that (1) Mixed Use Project construction activities are scheduled to occur for only 25 months, and (2) on-site construction equipment would emit a maximum of three pounds per day of diesel particulate matter, the proposed Mixed Use Project's TAC emissions during construction would not be cumulatively considerable. Furthermore, all of the related projects that have the potential to emit notable quantities of TACs would be regulated by the SCAQMD such that TAC emissions would be negligible. Thus, TAC emissions from the related projects are anticipated to be less than significant unto themselves as well as cumulatively in conjunction with the proposed Mixed Use Project.

In conclusion, the proposed Mixed Use Project's overall contribution to regional air quality degradation during short-term construction activities would be cumulatively significant, as the Basin is non-attainment for O_3 and PM_{10}; and the proposed Mixed Use Project would result in short-term regional construction-period NO_X emissions after mitigation (an O_3 precursor) that exceed the SCAQMD daily significance threshold.[32]

b. Operational Impacts

The SCAQMD has set forth both a methodological framework as well as significance thresholds for the assessment of a project's cumulative operational air quality impacts. The SCAQMD's methodology differs from the cumulative impacts methodology employed elsewhere in this Draft EIR, in which foreseeable future development within a given service boundary or geographical area is predicted and associated impacts measured. The SCAQMD's approach for assessing cumulative impacts is based on the SCAQMD's AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the Federal

[32] *As demonstrated below under "Level of Significance after Mitigation," ROC mass daily emissions during construction would be less than significant; however, NO_X mass daily emissions during construction would be significant and unavoidable.*

and State Clean Air Acts. This forecast also takes into account SCAG's forecasted future regional growth. As such, the analysis of cumulative impacts focuses on determining whether the proposed Mixed Use Project is consistent with forecasted future regional growth. Therefore, if all cumulative projects are individually consistent with the growth assumptions upon which the SCAQMD's AQMP is based, then future development would not impede the attainment of ambient air quality standards and a significant cumulative air quality impact would not occur.

Based on the SCAQMD's methodology (presented in Chapter 9 of the *CEQA Air Quality Handbook*), a project would have a significant cumulative air quality impact if the ratio of daily project-related employee or population vehicle miles traveled to daily countywide vehicle miles traveled exceeds the ratio of daily project-related employees or population to daily countywide employees. As shown in Table 15 on page 164, the daily Project to countywide VMT ratios are not greater than the Project to countywide employee and population ratios. Based on these criteria, development of the proposed Project would have a less than significant cumulative air quality impact. In addition, as shown in Table 14 on page 155, a localized CO impact analysis was conducted for cumulative traffic (i.e., related projects and ambient growth through 2007) in which no local CO violations would occur at any of the studied intersections. Therefore, the proposed Project would not have a significant cumulative impact on localized air quality.

With respect to TAC emissions, neither the proposed Mixed Use Project nor any of the 23 related projects (which are largely residential, restaurant and retail/commercial developments) would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing and transportation hub facilities. However, the proposed Mixed Use Project and each of the 23 related projects would likely generate minimal TAC emissions related to the use of consumer products, landscape maintenance activities, etc. Pursuant to California Assembly Bill 1807, which directs the California Air Resources Board (ARB) to identify substances as TAC and adopt airborne toxic control measures (ATCMs) to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions. These SCAQMD rules have produced and will continue to produce significant Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant.

5. MITIGATION MEASURES

a. Construction

Mitigation Measures D-1 through D-6 provided below simply implement SCAQMD Rule 403 (Fugitive Dust) requirements, while Mitigation Measures D-7 through D-9 addresses

Table 15

MIXED USE PROJECT CUMULATIVE AIR QUALITY IMPACTS

Daily Vehicle Miles Traveled for Project Population [a]	8,875
Daily Vehicle Miles Traveled Countywide [b]	206,324,000
Daily Vehicle Miles Traveled Ratio	**0.000043**
Project Population	663
Countywide Population [c]	10,534,126
Population Ratio	**0.000063**
Significance Test—Daily Vehicle Miles Traveled Ratio Greater Than Population Ratio	**No**
Daily Vehicle Miles Traveled for Project Employment [a]	556
Daily Vehicle Miles Traveled Countywide [b]	206,324,000
Daily Vehicle Miles Traveled Ratio	**0.000003**
Project Employment	27
Countywide Employment [c]	4,503,683
Employment Ratio	**0.000006**
Significance Test—Daily Vehicle Miles Traveled Ratio Greater than Employment Ratio	**No**

[a] *Increase of vehicle miles traveled as a result of the Project, Section C. Traffic, Circulation and Parking. Data obtained from URBEMIS 2002.*
[b] *Data obtained from EMFAC 2002.*
[c] *Data obtained from SCAG's Regional Transportation Plan, Socioeconomic Projections, 2004.*

Source: PCR Services Corporation, 2004.

ROC and NO_X emissions that exceed SCAQMD daily significance thresholds. These measures only apply to the Mixed Use Project.

Mitigation Measure D-1 All land clearing/earth-moving activity areas shall be watered to control dust as necessary to remain visibly moist during active operations.

Mitigation Measure D-2 Water three times daily or non-toxic soil stabilizers shall be applied, according to manufacturers' specifications, as needed to reduce off-site transport of fugitive dust from all unpaved staging areas and unpaved road surfaces.

Mitigation Measure D-3 Streets shall be swept as needed during construction, but not more frequently than hourly, if visible soil material has been carried onto adjacent public paved roads.

Mitigation Measure D-4 Construction equipment shall be visually inspected prior to leaving the site and loose dirt shall be washed off with wheel washers as necessary.

Mitigation Measure D-5 Traffic speeds on all unpaved roads shall not exceed 15 mph.

Mitigation Measure D-6 All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.

Mitigation Measure D-7 General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues will have their engines turned off when not in use, to reduce vehicle emissions. Construction activities should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

Mitigation Measure D-8 To the extent possible, petroleum powered construction equipment shall utilize electricity from power poles rather than temporary diesel power generators and/or gasoline power generators.

Mitigation Measure D-9 On-site mobile construction equipment shall be powered by alternative fuel sources (i.e., methanol, natural gas, propane or butane) as feasible.

b. Operation

During the operational phase, the proposed Mixed Use Project would not result in any significant impacts to air quality and, therefore, no mitigation measures are recommended or required.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

a. Construction

The emission reductions obtained by implementing many of the mitigation measures presented above are not easily quantified. Regional and local construction emissions that can be quantified are displayed in Table 16 on page 166. As shown therein, proposed mitigation measures would serve to reduce ROC emissions during construction of the proposed Mixed Use Project to a level that is less than significant. Nonetheless, Mixed Use Project construction would still result in regional NO_X emissions that exceed the SCAQMD regional daily

Table 16

ESTIMATE OF MITIGATED REGIONAL MIXED USE PROJECT CONSTRUCTION EMISSIONS [a] (pounds/day)

Stage	ROC	NO_X	CO	SO_X	PM_{10} [b]
Site Demolition					
On-Site	12	81	96	<1	8
Off-Site	1	18	6	<1	1
Total	13	99	102	<1	9
Site Preparation					
On-Site	10	60	83	<1	26
Off-Site	2	33	6	<1	1
Total	12	93	89	<1	27
Building Erection/Finishing					
On-Site	61	72	87	<1	2
Off-Site	2	1	9	<1	<1
Total	63	73	96	<1	3
Maximum Concurrent Emissions	**74** [c]	**192** [d]	**191** [d]	**1**	**36** [d]
Regional Daily Significance Threshold	75	100	550	150	150
Over/(Under)	(1)	92	(359)	(149)	(114)
Exceed Threshold?	**No**	**Yes**	**No**	**No**	**No**
Maximum Concurrent On-Site Emissions [e]	—	**141**	**179**	—	**26**
Localized Daily Significance Threshold	—	226	1,844	—	110
Over/(Under)	—	(85)	(1,655)	—	(84)
Exceed Threshold?	N/A	**No**	**No**	N/A	**No**

[a] *Compiled using the URBEMIS 2002 emissions inventory model. The equipment mix and use assumption for each phase is provided in Appendix D of this EIR.*

[b] *PM_{10} emissions estimates are based on compliance with SCAQMD Rule 403 requirements for fugitive dust suppression.*

[c] *Maximum concurrent emissions would occur during the site preparation and building erection/finishing stages.*

[d] *Maximum concurrent emissions would occur during the demolition and site preparation stages.*

[e] *The Project Site is located in SCAQMD Source Receptor Area (SRA) No. 2. These LSTs are based the site location SRA and project area that could be under construction on any given day. The nearest sensitive receptor is a residential area located approximately 300 feet to the west. In regard to the LST look-up tables, the analysis assumed a five-acre site with a 100 meter receptor distance.*

Source: PCR Services Corporation, 2004.

significance threshold. Therefore, development of the proposed Mixed Use Project would result in a significant and unavoidable regional construction air quality impact.

The conservative estimate of localized mass daily emissions, shown previously in Table 12 on page 151, would not exceed the SCAQMD daily significance thresholds for NO_2, PM_{10}, or CO during construction. As such, potential impacts to localized air quality during construction

would be less than significant. In addition, potential impacts related to TAC emissions during construction are also concluded to be less than significant.

As no physical changes would occur within the Add Areas, no construction air quality impacts would occur.

b. Operation

Operational emissions would not exceed the SCAQMD significance threshold for ROC, NO_X, CO, PM_{10}, or SO_X, and as such, potential impacts to regional air quality during long-term operations of the proposed Mixed Use Project would be less than significant. In addition, development of the proposed Mixed Use Project would result in less than significant impacts on local CO concentrations, releases of TAC emissions; and consistency with the SCAQMD's AQMP and the City's General Plan.

As no physical changes would occur within the Add Areas, no operational air quality impacts would occur.

IV. ENVIRONMENTAL IMPACT ANALYSIS
E. NOISE

The following analysis describes the existing noise environment within the Project area and estimates future noise levels at surrounding land uses resulting from Project construction and operation.

1. ENVIRONMENTAL SETTING

a. Noise & Vibration Basics

(1) Noise

Noise is often defined as unwanted sound. Although sound can be easily measured, the perceptibility of sound is subjective and the physical response to sound complicates the analysis of its impact on people. People judge the relative magnitude of sound in subjective terms such as "noisiness" or "loudness." Sound pressure is measured and quantified using a logarithmic ratio, the scale of which gives the level of sound in decibels (dB). The human hearing system is not equally sensitive to sound at all frequencies. Therefore, to approximate this human, frequency-dependent response, the A-weighted system is used to adjust measured sound levels. The A-weighted sound level is expressed in "dBA." This scale de-emphasizes low frequencies to which human hearing is less sensitive and focuses on mid- to high-range frequencies. Due to the physical characteristics of noise transmission and reception, an increase of 10 dBA is normally required to achieve a doubling of the "loudness," as perceived by the human ear. In addition, a 3-dBA increase is recognizable to most people. A change in noise level will usually not be detectable unless the new noise source is at least as loud as the ambient conditions. Typical A-weighted sound levels measured for various sources, as well as people's responses to these levels, are provided in Figure 20 on page 169.

Objects that obstruct the line-of-sight between a noise source and a receiver reduce the noise level if the receiver is located within the "shadow" of the obstruction, such as behind a sound wall. This type of sound attenuation is known as "barrier insertion loss." If a receiver is located behind the wall but still has a view of the source (i.e., line-of-sight not fully blocked), some barrier insertion loss would still occur, however to a lesser extent. Additionally, a receiver located on the same side of the wall as a noise source may actually experience an increase in the

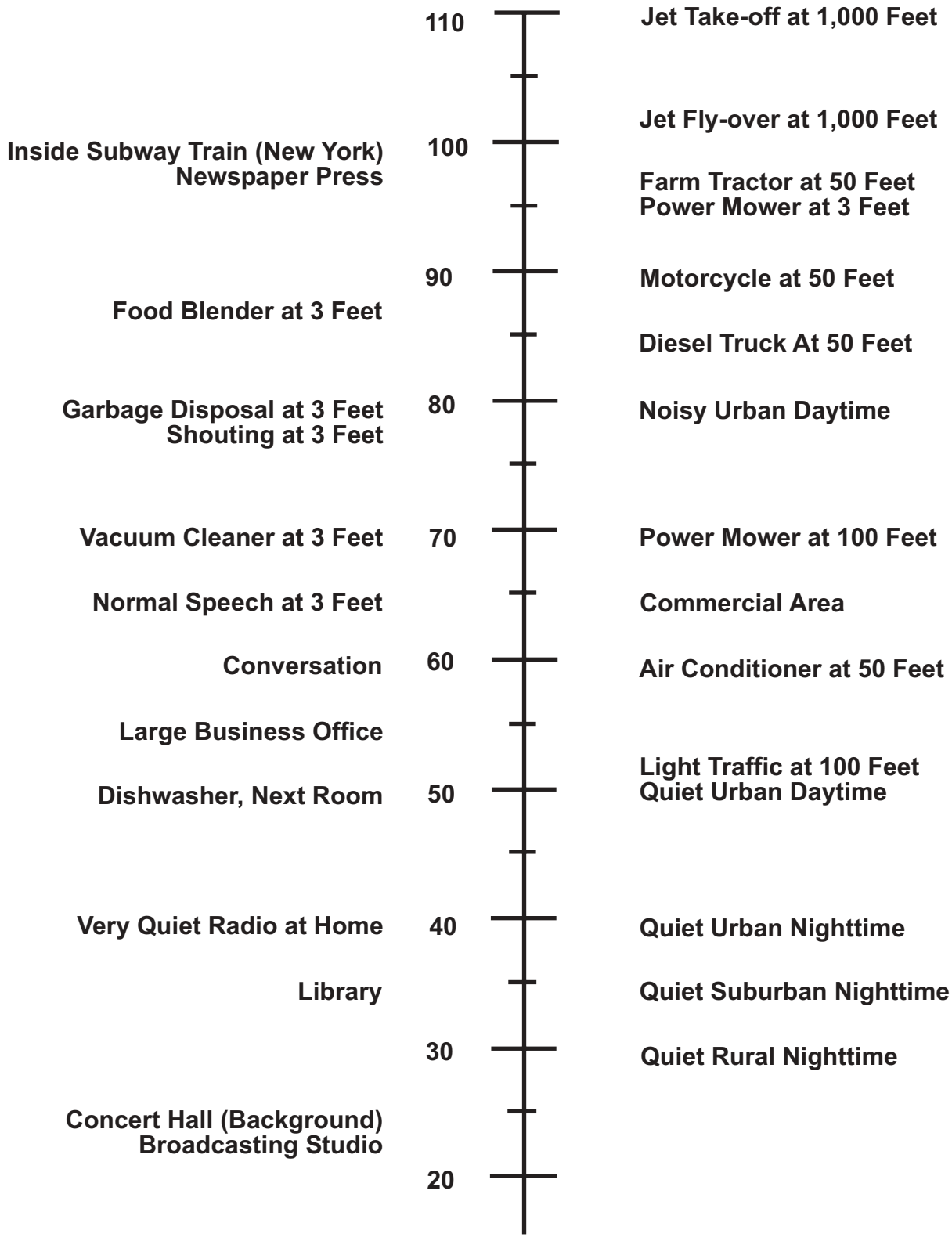

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Figure 20
A-Weighted Sound Levels

Source: Compiled by Hodges & Shutt from Various Sources (December 1993)

perceived noise level as the wall reflects noise back to the receiver, thereby compounding the noise.

Time variation in noise exposure is typically expressed in terms of the average energy over time (L_{eq}), or alternatively, as a statistical description of the sound level that is exceeded over some fraction of a given period of time. For example, the L_{50} noise level represents the noise level that is exceeded 50 percent of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. This level is also representative of the level that is exceeded 30 minutes in an hour. Similarly, the L_8 and L_{25} represent the noise levels that are exceeded 8 and 25 percent of the time, respectively, or for 5 and 15 minutes during a 1-hour period, respectively.

Other values typically noted during a noise survey are the L_{min} and L_{max}. These values represent the minimum and maximum noise levels observed during a measurement period. Maximum and minimum noise levels, as compared to the L_{eq}, are a function of the characteristics of the noise source. For example, sources such as compressors, generators, and transformers have maximum and minimum noise levels that are similar to their L_{eq} levels since noise levels for steady-state noise sources do not substantially fluctuate. However, as another example, vehicular noise levels along local roadways result in substantially different minimum and maximum noise levels when compared to the L_{eq} since noise levels fluctuate during pass by events.

Although the A-weighted scale accounts for the range of people's response, and therefore, is commonly used to quantify individual event or general community sound levels, the degree of annoyance or other response effects also depends on several other perceptibility factors. These factors include:

- Ambient (background) sound level;
- Magnitude of sound event with respect to the background noise level;
- Duration of the sound event;
- Number of event occurrences and their repetitiveness; and
- Time of day that the event occurs.

Several methods have been devised to relate noise exposure over time to human response. A commonly used noise metric for this type of study is the Community Noise Equivalent Level (CNEL). The CNEL, originally developed for use in the California Airport Noise Regulation,

adds a 5 dBA penalty to noise occurring during evening hours from 7:00 P.M. to 10:00 P.M., and a 10 dBA penalty to sounds occurring between the hours of 10:00 P.M. to 7:00 A.M. to account for the increased sensitivity to noise events that occur during the quiet late evening and nighttime periods. Thus, the CNEL noise metric provides a 24-hour average of A-weighted noise levels at a particular location, with an evening and a nighttime adjustment, which reflects increased sensitivity to noise during these times of the day.

b. Regulatory Framework

Many government agencies have established noise standards and guidelines to protect citizens from potential hearing damage and various other adverse physiological and social effects associated with noise and ground-borne vibration. The City of Los Angeles has adopted a number of policies, which are based in part on Federal and State regulations that are directed at controlling or mitigating environmental noise effects. City policies that are relevant to Project development and operation are discussed below.

(1) City of Los Angeles Standards and Guidelines

The Los Angeles Municipal Code (LAMC) (Section 41.40 and Chapter XI, Articles 1 through 6) establishes regulations regarding allowable increases in noise levels in terms of established noise criteria. Supplementing these LAMC regulations, the City has also established CNEL guidelines that are used for land use planning purposes.

(a) City of Los Angeles Noise Regulation

The City of Los Angeles Noise Regulation establishes acceptable ambient sound levels to regulate intrusive noises (e.g., stationary mechanical equipment and vehicles other than those traveling on public streets) within specific land use zones. In accordance with the Noise Regulation limits for residential zones, a noise level increase of 5 dBA over the existing average ambient noise level at an adjacent property line is considered a noise violation. For purposes of determining whether or not a violation of the Noise Regulation is occurring, the sound level measurements of an offending noise that has a duration of five minutes or less during a one hour period is reduced by 5 dBA to account for people's increased tolerance for short-duration noise events. In cases where the actual measured ambient level is not known, the presumed daytime (7:00 A.M. to 10:00 P.M.) minimum ambient noise for properties zoned residential is 50 dBA, while the nighttime (10:00 P.M. to 7:00 A.M.) ambient is 40 dBA.[33] The presumed daytime

[33] *Los Angeles Municipal Code, Chapter XI, Article I, Section 111.03.*

minimum ambient noise for properties zoned commercial is 60 dBA, while the nighttime presumed ambient is 55 dBA.

The City of Los Angeles Noise Regulation also limits noise from construction equipment within 500 feet of a residential zone to 75 dBA, measured at a distance of 50 feet from the source, unless compliance with this limitation is technically infeasible.[34] The Noise Regulation prohibits construction noise between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday and 6:00 P.M. and 8:00 A.M. on Saturday, and does not allow construction noise on Sunday.[35]

(b) City of Los Angeles CNEL Guidelines

The City of Los Angeles has adopted local guidelines based, in part, on the community noise compatibility guidelines established by the State Department of Health Services for use in assessing the compatibility of various land use types with a range of noise levels. These guidelines are set forth in the *City of Los Angeles CEQA Thresholds Guide* (Thresholds Guide) in terms of the CNEL. CNEL guidelines for specific land uses are classified into four categories: (1) "normally acceptable"; (2) "conditionally acceptable"; (3) "normally unacceptable"; and (4) "clearly unacceptable." As shown in Table 17 on page 173, a CNEL value of 65 dBA is the upper limit of what is considered a "normally acceptable" noise environment for multi-family residential uses, although a CNEL as high as 70 dBA is considered "conditionally acceptable." For less sensitive office and industrial uses, the upper limit of what is considered "normally acceptable" is set at 70 and 75 dBA CNEL, respectively.[36]

c. Existing Local Noise Conditions

(1) Noise-Sensitive Receivers

Some land uses are considered more sensitive to intrusive noise than others due to the amount of noise exposure and the types of activities typically involved at the receiver location. The City's Thresholds Guide states that residences, schools, motels and hotels, libraries,

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[34] *In accordance with the City of Los Angeles Noise Regulations (Los Angeles Municipal Code, Section 112.05), "technically infeasible" means that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction devices or techniques during the operation of the equipment.*

[35] *Los Angeles Municipal Code, Section 41.40.*

[36] *L.A. CEQA Thresholds Guide, Section I.2, 1998.*

Table 17

CITY OF LOS ANGELES LAND USE COMPATIBILITY FOR COMMUNITY NOISE

	Community Noise Exposure CNEL, dBA			
Land Use	**Normally Acceptable**	**Conditionally Acceptable**	**Normally Unacceptable**	**Clearly Unacceptable**
Single-Family, Duplex, Mobile Homes	50 – 60	55 – 70	70 – 75	Above 70
Multi-Family Homes	50 – 65	60 – 70	70 – 75	Above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 70	60 – 70	70 – 80	Above 80
Transient Lodging – Motels, Hotels	50 – 65	60 – 70	70 – 80	Above 80
Auditoriums, Concert Halls, Amphitheaters	—	50 – 70	—	Above 65
Sports Arena, Outdoor Spectator Sports	—	50 – 75	—	Above 70
Playgrounds, Neighborhood Parks	50 – 70	—	67 – 75	Above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 75	—	70 – 80	Above 80
Office Buildings, Business and Professional Commercial	50 – 70	67 – 77	Above 75	—
Industrial, Manufacturing, Utilities, Agriculture	50 – 75	70 – 80	Above 75	—

Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: L.A. CEQA Thresholds Guide, 1998.

religious institutions, hospitals, nursing homes, and parks are generally more sensitive to noise than commercial and industrial land uses. Noise-sensitive land uses (sensitive receiver locations) in the Project vicinity are shown in Figure 21 on page 174. As shown therein, the nearest sensitive receiver to the Mixed Use Project site is the Marriott Hotel property, which is located adjacent to the south. Residential uses are located approximately 300 feet to the west across Lincoln Boulevard and 950 feet to the east across Glencoe Avenue. In addition, the Daniel Freeman Marina Hospital is located approximately one-quarter mile south of the Project site.

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Figure 21
Noise Sensitive Receptors and Measurement Locations

Source: Landiscor, Photo Date October 2003

(2) Existing Noise Environment

The predominant noise source within the Project vicinity is roadway noise from the Marina Freeway (State Route 90) and thoroughfares such as Lincoln Boulevard and Maxella Avenue. Other community noise sources include incidental noise from the existing commercial uses within the Villa Marina shopping center and along Maxella Avenue, distant aircraft over-flights, and activity at the nearby Marriott Hotel.

(a) Ambient Noise Levels

Field surveys were conducted on Wednesday, August 18 and Thursday, August 26, 2004, to determine the existing ambient daytime sound level at the nearest noise-sensitive receiver locations. The measurement locations are shown in Figure 21 on page 174, and a summary of noise measurement data is provided in Table 18 on page 176. As shown therein, L_{eq} (15-minute) noise levels at the nearest residential receiver location (NM-1) ranged from 72.4 dBA to 73.8 dBA, and L_{eq} (15-minute) noise levels at the Marriott Hotel property (NM-2) ranged from 58.1 dBA to 59.9 dBA during the late afternoon period. With respect to the more distant receiver locations, the presumed ambient noise level at the Daniel Freeman Marina Hospital would be 60 dBA, and the presumed ambient noise level at the residential uses that are located east of Glencoe Avenue would be 50 dBA.[37]

(b) Roadway Noise Levels

The CNEL generated by existing traffic on local roadways was established using roadway noise equations provided in the Caltrans Technical Noise Supplement (TeNS) document and traffic data provided by the Project's traffic consultant.[38] As indicated in Table 19 on page 177, the calculated CNEL for the analyzed roadway segments as a result of existing traffic volumes ranged from 60.2 dBA CNEL to 69.2 dBA CNEL at a distance of 50 feet based on surface-street traffic volumes only. All land uses located near the Project Site are currently exposed to community noise levels from traffic that are "normally acceptable" or "conditionally acceptable," at a distance of 50 feet, as categorized by the City of Los Angeles' Land Use Compatibility Matrix for Community Noise (refer to Table 17 on page 173).

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[37] *Per Los Angeles Municipal Code, Chapter XI, Article I, Section 111.03., in cases where the actual measured ambient level is not known, the presumed daytime minimum ambient noise for properties zoned residential is 50 dBA, and the presumed daytime minimum ambient noise for properties zoned commercial is 60 dBA.*

[38] *The roadway noise calculation procedures provided in TeNS are consistent with Federal Highway Administration RD-77-108 "industry standard" roadway noise prediction methodologies.*

Table 18

SUMMARY OF AMBIENT NOISE MEASUREMENT DATA (dBA) [a]

Measurement Location [b]	Start Time	Duration	Sound Level dBA (L_{eq})	Noise Sources
(NM-1) Northwest corner of Lincoln Boulevard and Marina Point Drive	15:17	13 minutes	73.8	Traffic on Lincoln Boulevard
	15:30	15 minutes	72.9	Traffic on Lincoln Boulevard
	15:45	15 minutes	72.4	Traffic on Lincoln Boulevard
(NM-2) Marriott Hotel Parking Lot	15:08	15 minutes	58.7	Hotel and Project site activity
	15:23	15 minutes	58.1	Hotel and Project site activity
	15:38	15 minutes	59.9	Hotel and Project site activity

[a] *Based on ambient sound measurements that were conducted taken on Wednesday, August 18, 2004, and Thursday, August 26, 2004, using a Larson-Davis 820 Type 1 Integrating Sound Level Meter. Noise measurement data is provided in Appendix E of this Draft EIR.*

[b] *Noise measurement locations are depicted in Figure 21 on page 174.*

Source: PCR Services Corporation, 2004.

2. ENVIRONMENTAL IMPACTS

a. Methodology

The following analysis of potential noise impacts addresses all activities occurring within the Project Site. As no physical changes are proposed for the Add Areas there is no potential for construction or operational noise impacts to occur. Therefore, the analysis presented below focuses on the impacts of the proposed Mixed Use Project.

(1) On-Site Construction Noise

Construction noise impacts were evaluated by determining the noise levels generated by construction activity, calculating the construction-related noise level at nearby sensitive receiver property line locations, and comparing construction-related noise to ambient noise levels (i.e., noise levels without construction noise) to determine significance.

(2) Roadway Noise

Roadway noise impacts were evaluated using Caltrans' TeNS methodology. This methodology allows the user to define roadway configurations, barrier information (if any), and receiver locations. Roadway-noise attributable to development of the proposed Mixed Use

Table 19

PREDICTED EXISTING VEHICULAR TRAFFIC NOISE LEVELS

Roadway Segment	Adjacent Land Use	Existing CNEL (dBA) at Referenced Distances from Roadway Right-of-Way		
		Adjacent	50 Feet	100 Feet
Lincoln Boulevard, between Washington Boulevard and Maxella Avenue	Multi-Family Residential/Commercial	72.8	69.2	67.3
Lincoln Boulevard, between 90 Freeway and Mindanao Way	Medical/Commercial	72.1	68.5	66.6
Redwood Avenue, North of Washington Boulevard	Single-Family Residential	63.0	58.3	56.1
Redwood Avenue, South of Washington Boulevard	Single-Family Residential	64.9	60.2	58.0
Maxella Avenue, between Lincoln Boulevard and Glencoe Avenue	Commercial	68.5	63.8	61.6
Maxella Avenue, East of Glencoe Avenue	Multi-Family Residential	65.8	61.0	58.8
Glencoe Avenue, between Washington Boulevard and Maxella Avenue	Commercial/Industrial	68.3	64.3	62.3
Glencoe Avenue, between Maxella Avenue and Mindanao Way	Commercial	68.9	65.0	62.9
Mindanao Way, between Lincoln Boulevard and 90 Freeway EB	Medical/Multi-Family Residential	68.4	64.4	62.4

Source: PCR Services Corporation, 2004.

Project was calculated and compared to baseline noise levels that would occur under the "No Project" condition to determine significance.

(3) Stationary Point-Source Noise

Stationary point-source noise impacts were evaluated by identifying the noise levels generated by outdoor stationary noise sources such as rooftop mechanical equipment, outdoor recreational areas, etc., and by calculating the hourly L_{eq} noise level from each noise source at surrounding sensitive receivers, and comparing these noise levels to ambient noise levels to determine significance.

b. Thresholds of Significance

(1) Construction Noise

Based on criteria set forth in the Thresholds Guide, the proposed Mixed Use Project would have a significant impact on noise levels from construction if:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use;

- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or

- Construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6 P.M. on Saturday, or at anytime on Sunday.

(2) Noise from Mixed Use Project Operations

Based on criteria set forth in the Thresholds Guide, the proposed Mixed Use Project would have a significant operational noise impact if:

- The Mixed Use Project causes the ambient noise level measured at the property line of affected uses to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category (see Table 17 on page 173), or by 5 dBA in CNEL within the "normally acceptable" or "conditionally acceptable" category.

- Non-roadway, operational noise sources attributable to the proposed Mixed Use Project increases ambient noise by 5 dBA, thus causing a violation of the City's Noise Ordinance.

- On-site residential uses would be exposed to noise levels that are greater than 65 dBA CNEL.

c. Mixed Use Project Features

The following design features have a potential to influence Mixed Use Project-related noise characteristics, and therefore, were taken into account during the analysis of potential Mixed Use Project impacts.

(1) Project Construction

- The Mixed Use Project's contractor(s) would equip all construction equipment, fixed or mobile, with properly operating and maintained noise mufflers, consistent with manufacturers' standards.

- All construction equipment would be stored on-site.

- Construction hours for exterior construction and hauling activities would occur between the hours of 7:00 A.M. and 9:00 P.M., Monday through Friday, and 8:00 A.M. and 6 P.M. on Saturday.

(2) Mixed Use Project Operations

- All mechanical equipment (e.g., air handling units, etc.) will be enclosed and designed to meet the requirements of the Los Angeles Municipal Code, Chapter XI, Section 112.02, at the property line.

- All rooftop mechanical equipment will be enclosed and screened from view with parapet screening.

- All refuse collection areas would be fully enclosed and/or shielded from noise-sensitive uses with 6-foot masonry block walls.

d. Analysis of Project Impacts

(1) Construction Noise

(a) On-Site Construction Noise

Noise disturbances in those areas located adjacent to the site of the Mixed Use Project can be expected during construction. These disturbances would occur during site preparation activities and the subsequent construction of on-site structures. As with most construction projects, construction would require the use of a number of pieces of heavy equipment such as bulldozers, backhoes, cranes, loaders, and concrete mixers. In addition, both heavy- and light-duty trucks would be required to deliver construction materials to and export construction debris from the Project Site. The maximum noise level generated by typical, individual pieces of construction equipment is provided in Table 20 on page 180. For example, as heavy-duty equipment passes near the boundary of the Mixed Use Project site, the maximum noise level (L_{max}) at a given moment along the Marriott Hotel property line during construction of the proposed parking structure would likely exceed 90 dBA for brief durations. However, as the equipment travels away from this property line boundary and toward the center of the site of the Mixed Use Project, the L_{max} noise level along portions of the Marriott Hotel property line boundary would diminish considerably into dBA levels in the 60s and 70s.

Composite construction noise, the noise from multiple pieces of construction equipment working concurrently, is best characterized in a study conducted by Bolt, Beranek, and Newman

Table 20

MAXIMUM NOISE LEVELS GENERATED BY TYPICAL CONSTRUCTION EQUIPMENT

	Sound Levels at Maximum Engine Power with Mufflers dBA at Indicated Distance			
Type of Equipment	**50 feet**	**100 feet**	**200 feet**	**400 feet**
Air Compressor	81	75	69	63
Backhoe	85	79	73	67
Backup Beep	85	79	73	67
Concrete Mixer	85	79	73	67
Crane, Mobile	83	77	71	64
Dozer	80	74	68	62
Grader	85	79	73	67
Jack Hammer	88	82	76	70
Loader	79	73	67	61
Paver	89	83	77	71
Pneumatic Tool	85	79	73	67
Pump	76	70	64	58
Roller	74	68	62	56
Saw	78	72	66	60
Scraper	88	82	76	70
Truck	91	85	79	73
Minimum Sound Level	74	68	62	56
Maximum Sound Level	91	85	79	73

Assumes a drop-off rate of 6-dB per doubling of distance, which is appropriate for use in characterizing point-source (such as construction equipment) sound attenuation over a hard surface propagation path.

Source: USEPA, Bolt, Beranek, and Newman, Noise Control for Buildings and Manufacturing Plants, 1987; and PCR Services Corporation, 2004.

for the USEPA (USEPA December 31, 1971). In this study, construction noise during the heavier initial periods of construction of commercial development is presented as 86 dBA L_{eq} when measured at a reference distance of 50 feet from the construction activity. This value takes into account both the number of pieces and spacing of the heavy equipment used in the construction process. During the later phases of construction (e.g., during building construction), noise levels are typically reduced from this value and the physical structures that are constructed further break up the line-of-sight noise transmission. The composite noise level for typical construction stages is provided in Table 21 on page 181. In order to present a conservative analysis, the 86 dBA noise level at a reference distance of 50 feet was used to evaluate the proposed Mixed Use Project's noise impacts during construction.

Using the conservative industry standard sound attenuation rate of 6 dB per doubling of distance for point sources (e.g., construction equipment), the construction-period noise level of

Table 21

CONSTRUCTION AVERAGE L_{eq} NOISE LEVELS BY DISTANCE AND CONSTRUCTION STAGE

	Sound Level in dBA (L_{eq}) at Indicated Distance				
Construction Stage	**50 Feet**	**100 Feet**	**200 Feet**	**400 Feet**	**800 Feet**
Ground Clearing	82	76	70	64	58
Grading/Excavation	86	80	74	68	62
Foundations	77	71	65	59	53
Structural	83	77	71	65	59
Finishing	86	80	74	68	62

Assumes a hard surface propagation path drop-off rate of 6 dB per doubling of distance, which is appropriate for use in characterizing point-source (such as construction equipment) sound attenuation.

Source: EPA, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971; and PCR Services Corporation, 2004.

86 dBA at a reference distance of 50 feet would be 86 dBA L_{eq} (1-hour), or more, along the Marriott Hotel property line since there would be little room for distance attenuation. Table 22 on page 182 provides a summary of noise impacts during construction at each sensitive receiver location. As shown therein, construction noise would exceed the ambient noise level at the Marriott Hotel property by as much as 27.9 dBA during periods of intense construction activity. However, at more distance receiver locations such as the residential uses located west of Lincoln Boulevard, the residential uses located east of Glencoe Avenue, and at the Daniel Freeman Marina Hospital, noise impacts during construction would be substantially less (i.e., 3.6 dBA maximum noise level increase). Nevertheless, since the construction-related noise level increase would exceed the 5-dBA significance criterion at the Marriott Hotel property, impacts during construction would be significant without the incorporation of mitigation measures.

(2) Operation Noise (Post-Construction)

This section provides a discussion of potential noise impacts related to the long-term operations of the proposed Mixed Use Project, following completion of construction, to neighboring noise-sensitive receiver locations as well as the residential uses proposed as part of the Mixed Use Project. Specific noise sources considered herein include roadway traffic volumes; mechanical equipment/point sources (i.e., HVAC equipment); courtyard/swimming pool areas; outdoor balconies; parking/vehicle circulation areas; and refuse collection areas.

Table 22

FORECAST OF CONSTRUCTION NOISE LEVELS (L_{eq})

Receiver Location	Distance from Construction Activity (feet)	Distance Attenuation Loss (dBA)	Insertion Loss [a] (dBA)	Adjusted Noise Level (dBA)	Baseline Ambient Noise Level (dBA)	Composite Noise Level [b] (dBA)	Noise Level Increase (dBA)	Exceed 5-dBA Threshold?
Marriott Hotel Property	50	—	—	86.0	58.1	86.0	27.9	Yes
Residences west of Lincoln Boulevard, north side of Marina Point Drive	400	-18.1	-5.0	62.9	72.4	72.9	0.5	No
Residences west of Lincoln Boulevard, south side of Marina Point Drive	600	-21.6	—	64.4	63.4 [c]	66.9	3.6	No
Residences east of Glencoe Avenue	950	-25.6	-10.0	50.4	50.0 [d]	53.2	3.2	No
Daniel Freeman Marina Hospital	1,500	-29.5	-15.0	41.5	60.0 [d]	60.1	0.1	No

[a] *Accounts for intervening structures or barrier insertion loss.*

[b] *New ambient noise level with construction activity.*

[c] *Based on measurement data collected at monitoring position NM-1 in Figure 21 on page 174, then adjusted for distance..*

[d] *Presumed noise level per Los Angeles Municipal Code, Chapter XI, Article I, Section 111.03.*

Source: PCR Services Corporation, 2004.

(a) Off-Site Locations

(i) Roadway Noise

According to the Project's traffic study, included as Appendix C to this Draft EIR, the proposed Mixed Use Project is expected to generate a maximum of 1,290 net daily trips. Traffic attributed to the proposed Mixed Use Project would represent a nominal increase in traffic over the total daily traffic traveling along the major thoroughfares within the Project Site vicinity. This marginal increase in roadway traffic volumes was analyzed to determine if any traffic-related noise impacts would result from Mixed Use Project development. Table 23 on page 183 provides the calculated CNEL for the analyzed roadway segments for the following scenarios: existing conditions; future without development of the proposed Mixed Use Project; future with development of the proposed Mixed Use Project; the increase attributed to Mixed Use Project-generated traffic volumes; and the cumulative increase above existing noise levels attributed to the Mixed Use Project, related projects, and ambient growth traffic volumes.

Table 23

ROADWAY TRAFFIC NOISE IMPACTS AT REPRESENTATIVE NOISE SENSITIVE LOCATIONS [a]

Roadway Segment	Existing dBA CNEL	Future (2007) No-Project dBA CNEL	Future (2007) with Project dBA CNEL	Project Increment [b]	Cumulative Increment [c]
Lincoln Boulevard, between Washington Boulevard and Maxella Avenue	69.2	70.6	70.6	0.0	1.4
Lincoln Boulevard, between 90 Freeway and Mindanao Way	68.5	70.2	70.2	0.0	1.7
Redwood Avenue, North of Washington Boulevard	58.3	58.6	58.6	0.0	0.3
Redwood Avenue, South of Washington Boulevard	60.2	60.7	60.7	0.0	0.5
Maxella Avenue, between Lincoln Boulevard and Glencoe Avenue	63.8	64.1	64.4	0.3	0.6
Maxella Avenue, East of Glencoe Avenue	61.0	61.4	61.4	0.0	0.4
Glencoe Avenue, between Washington Boulevard and Maxella Avenue	64.3	64.9	65.0	0.1	0.7
Glencoe Avenue, between Maxella Avenue and Mindanao Way	65.0	65.3	65.4	0.1	0.4
Mindanao Way, between Lincoln Boulevard and 90 Freeway EB	64.4	65.3	65.3	0.0	0.9

[a] *Exterior 24-hour CNEL noise levels.*

[b] *Increase relative to traffic noise levels comparing future (2007) Pre-Project conditions to future (2007) with development of the proposed Project.*

[c] *Increase relative to traffic noise levels comparing existing conditions to future (2007) with development of the proposed Project.*

Source: PCR Services Corporation, 2004.

The largest traffic noise impact attributable to the proposed Mixed Use Project is anticipated to occur along the segment of Maxella Avenue between Lincoln Boulevard and Glencoe Avenue. Project-related traffic would add 0.3 dBA CNEL to this roadway segment, while related project plus ambient growth traffic volumes are expected to add an additional 0.3 dBA CNEL to this roadway segment, for a combined total noise level increase of 0.6 dBA CNEL. The largest overall roadway noise impact is anticipated to occur along the segment of Lincoln Boulevard between the Marina Freeway and Mindanao Way, where cumulative traffic increases (i.e., Project, related projects, and ambient growth traffic volumes) would add 1.7 dBA CNEL to the roadway segment. As the incremental increases in noise levels at all other analyzed locations are less than 1.7 dBA CNEL and these noise level increases are less than the most conservative 3 dBA CNEL significance thresholds, its roadway noise impacts attributable to the

proposed Mixed Use Project would be less than significant, and no mitigation measures are required.

(ii) Stationary Noise

This section considers potential noise impacts to neighboring noise-sensitive properties related to specific noise sources associated with the operation of the proposed Mixed Use Project. Such potential noise sources would include miscellaneous rooftop mechanical equipment, courtyard/ swimming pool areas, outdoor balconies, parking/vehicle circulation areas, and refuse collection areas.

Miscellaneous Rooftop Equipment

Individual air handling units and exhaust fans would be located on the roof of the proposed buildings in order to provide for ventilation and air circulation. Parapet screens would shield/enclose all such rooftop equipment. Mixed Use Project design features, detailed above in Section IV.E.2.c (Project Features), would ensure that rooftop equipment noise levels would comply with City of Los Angeles Noise Ordinance requirements, for both daytime (65 dBA) and nighttime (60 dBA) operation at the property line. In addition, implementation of the Mixed Use Project design features would ensure that any noise level increase remains below the 5-dBA significance threshold. As such, impacts would be less than significant, and no mitigation measures are required.

Courtyard/Swimming Pool Areas

The proposed Mixed Use Project may include an outdoor pool and spa area, which would be located in one of the two central courtyards. The pool and spa area would serve as a potential noise source for nearby sensitive receivers. Although the pool and spa area would serve as a noise source, sensitive receivers surrounding the Project area would not be exposed to adverse noise levels due to the shielding provided by the buildings surrounding the pool area. Therefore, pool operations within the new residential building and associated commercial area would not result in a substantial increase in ambient noise levels. Potential impacts would be less than significant and no mitigation measures are required.

Outdoor Balconies

Each of the proposed 310 condominium units would have its own balcony, which would be a potential source for noise related to small outdoor gatherings. In general, most personal residence balconies are seldom used for outdoor gatherings. Most of the time, these balconies would remain vacant. Nevertheless, noise events related to these personal residence balconies

would be infrequent and temporary, and compliance with the homeowner's association covenants, conditions and restrictions (CC&Rs)[39] and the City's Noise Ordinance would ensure that potential impacts remain less than significant.

Parking/Vehicle Circulation Areas

Parking demand would be met through a combination of subterranean and surface lot parking, with ingress/egress facilitated by a driveway that would connect to Maxella Avenue. For the most part, noise events that occur from within the subterranean parking areas would be inaudible outside such areas; and noise levels that emanate from surface lot activities would be similar to noise that currently emanates from the existing surface parking areas that would be displaced by the proposed Mixed Use Project. As a result, potential noise impacts that may result due to the proposed Mixed Use Project's parking and vehicle circulation areas would be less than significant and no mitigation measures would be required. In addition, a water pump would be located within the subterranean portion of the Mixed Use Project's parking facilities for the purposes of groundwater clean-up as well as the potential need for on-going dewatering of the facility. As the pump would be located within the subterranean portion of the Mixed Use Project's parking facilities, noise levels associated with the operation of this pump would be in compliance with the provisions of the City's Noise Ordinance and would be inaudible in the context of the existing noise environment around the Project Site.

The proposed lot line adjustment would relocate the existing Marriott Hotel access drive from its current location approximately 200 feet east to the eastern edge of the Mixed Use Project Site. The proposed relocation of the hotel access driveway is anticipated to result in a less than significant noise impact as the noise levels associated with this facility are such that they would be attenuated to less than ambient noise levels at the nearest sensitive receptor. Thus, roadway noise impacts attributable to this aspect of the proposed Mixed Use Project would be reduced to less than significant levels.

Refuse Collection Areas

All refuse collection areas would be fully enclosed and/or shielded from noise-sensitive uses with 6-foot masonry block walls. In addition, there would be at least a 200-foot buffer between the refuse collection areas and any noise-sensitive use. As such, noise from refuse

[39] *CC&Rs are the governing documents that dictate how the homeowners association operates and what rules the owners, and their tenants and guests, must obey. These legal documents might also be called the bylaws, the master deed, the houses rules or another name. These documents and rules are legally enforceable by the homeowners association, unless a specific provision conflicts with federal, state or local laws.*

service-related activities such as truck movements/idling and unloading operations would not have the potential to adversely impact adjacent land uses during long-term Project operations. Under existing conditions, refuse service vehicles have direct access to and from the Project Site via Maxella Avenue, and this condition would not change with development of the proposed Mixed Use Project. Due to the above-mentioned Project design feature, the distance between the proposed refuse collection areas and closest noise-sensitive uses, and the fact that there would be no change in refuse service or vehicle site ingress/egress, there is no potential for noise level increases to exceed the 5-dBA significance threshold at any off-site receiver location. Potential impacts would be less than significant and no mitigation measures are required.

Composite Noise

With respect to land use compatibility, as represented by the CNEL descriptor, an evaluation of community noise from all Mixed Use Project sources (i.e., composite noise level) was conducted to conservatively ascertain Mixed Use Project contributions to the CNEL at neighboring properties. For purposes of calculating the composite noise level, all noise events (i.e., noise from roadway traffic volumes, miscellaneous equipment, courtyard/swimming pool area, parking/vehicle circulation areas, and refuse collection areas) were based on the temporal nature of each activity over a 24-hour period. Based on this analysis, the largest composite noise impact would be 1.6 dBA CNEL at the Marriott Hotel property, where the CNEL could potentially increase from 56.7 dBA to 58.0 dBA.[40] The CNEL at all other receiver locations would increase by less than 1.0 dBA. As such, these noise level increases are less than the most conservative 3 dBA CNEL significance threshold. Potential impacts would be less than significant and no mitigation measures would be required.

In addition, composite noise impacts were evaluated with respect to average daytime and nighttime L_{eq} (1-hour) noise levels. Based on this analysis, the worst-case composite noise impact would be 0.8 dBA L_{eq} (1-hour) at the Marriott Hotel property, where the nighttime L_{eq} (1-hour) could potentially increase from 55.0 dBA to 55.8 dBA.[41] The composite increase in nighttime or daytime average L_{eq} (1-hour) at all other receiver locations would be 0.5 dBA or less. Potential impacts would be less than significant and no mitigation measures would be required.

[40] *Calculation Assumptions are detailed in Appendix E to this EIR.*

[41] *Calculation Assumptions are detailed in Appendix E to this EIR.*

(b) On-Site Locations

The analysis of noise levels at on-site locations focuses on the potential for the Mixed Use Project's future residents to be exposed to noise levels that exceed established City standards. The predominant noise source at the Project Site now, and in the future, is roadway noise from the Marina Freeway (State Route 90), Lincoln Boulevard and Maxella Avenue. Other community noise sources include incidental noise from the existing commercial uses within the Villa Marina shopping center and along Maxella Avenue, distant aircraft over-flights, and activity at the nearby Marriott Hotel. Based on the noise measurement data presented in Table 18 and Table 23 on pages 176 and 183, noise levels on the site of the Mixed Use Project ranged from 58.1 dBA to 59.9 dBA L_{eq} during the late afternoon period and from 64.4 dBA to over 70 dBA CNEL.

The City of Los Angeles has adopted CNEL guidelines for assessing the compatibility of various land use types. The CNEL guidelines for specific land uses are classified into four categories: (1) "normally acceptable"; (2) "conditionally acceptable"; (3) "normally unacceptable"; and (4) "clearly unacceptable." As shown earlier in Table 17 on page 173, a CNEL value of 65 dBA is the upper limit of what is considered a "normally acceptable" noise environment for multi-family residential uses, although a CNEL as high as 70 dBA is considered "conditionally acceptable."[42] Based on the future noise level estimate of between 64.4 and approximately 70 dBA CNEL on, and in proximity to, the site of the Mixed Use Project, noise levels along the Project site's Marina Freeway and Lincoln Boulevard frontages may exceed the City-recommended noise standard (i.e., 65 dBA CNEL) for the siting of multi-family residential dwelling units. As such, on-site CNEL impacts could be potentially significant without the incorporation of mitigation measures.

3. CUMULATIVE IMPACTS

All of the identified related projects have been considered for the purposes of assessing cumulative noise impacts. The potential for noise impacts to occur are specific to the location of each related project as well as the cumulative traffic on the surrounding roadway network.

[42] *L.A. CEQA Thresholds Guide, Section I.2, 1998.*

(1) Construction Noise

There are 23 related projects located within the proposed Project vicinity that have a potential to produce construction noise impacts. Since the timing of construction activities for these related projects cannot be defined, any quantitative analysis that assumes multiple, concurrent construction projects would be speculative. Construction-period noise for the proposed Mixed Use Project and each of the 23 related projects (that have not already been built) would be localized. In addition, it is likely that each of the related projects would have to comply with the local noise ordinance, as well as mitigation measures that may be prescribed pursuant to CEQA provisions that require significant impacts to be reduced to the extent feasible.

The nearest related projects to the proposed Mixed Use Project include various multi-family residential projects along Glencoe Avenue. If these projects were to be constructed concurrently, areas east of the proposed Project Site may experience construction-noise levels well above ambient noise levels. Although the proposed Mixed Use Project would not result in significant impacts at any of residential uses that are located along Glencoe Avenue, it is assumed that in combination with any additional related projects, a cumulative significant construction-period noise impact at these residential receiver locations could occur.

(2) Long-Term Operations

Each of the 23 related projects that have been identified within the general Project vicinity would generate stationary-source and mobile-source noise due to ongoing day-to-day operations. The related projects are of a residential, retail, commercial, or institutional nature and these uses are not typically associated with excessive exterior noise; however, each project would produce traffic volumes that are capable of generating a roadway noise impact.

As discussed previously, traffic volumes from the proposed Mixed Use Project and 23 related projects, combined with ambient growth traffic, were evaluated and presented previously in Table 23 on page 183. Cumulative traffic volumes would result in a maximum increase of 1.7 dBA CNEL. In areas immediately adjacent to the Project Site, the maximum composite increase in the CNEL would be 1.6 dBA. Both of these noise level increases are well below the most conservative 3 dBA CNEL significance threshold. As such, roadway noise and composite noise impacts due to cumulative traffic volumes and Mixed Use Project operations would be less than significant.

Due to Los Angeles Municipal Code provisions that limit stationary-source noise from items such as roof-top mechanical equipment and emergency generators, noise levels would be less than significant at the property line for each related project. It is unlikely for on-site noise produced by any related project to be additive to Mixed Use Project-related noise levels. As

such, stationary-source noise impacts attributable to cumulative development would be less than significant.

4. MITIGATION MEASURES

a. Construction

As noise associated with on-site construction activity would have the potential to result in a significant impact, the following measure is prescribed to minimize construction-related noise impacts:

Mitigation Measure E-1: An eight-foot-high temporary sound barrier (e.g., solid wood fence) shall be erected between the property line of the Mixed Use Project and the Marriott Hotel property; and an acoustical lining shall be affixed to the exterior scaffolding apparatus such that, to the greatest extent feasible, the line of site between the Marriott Hotel property and the site of the Mixed Use Project's construction activity is blocked.

b. Operations

Since the potential exists for on-site noise levels to exceed the City's 65 dBA CNEL land use compatibility standard for multifamily residential uses, the following measure is recommended:

Mitigation Measure E-2: All exterior walls and floor-ceiling assemblies within the Mixed Use project (unless within a residential unit) that face Lincoln Boulevard or the Marina Freeway shall be constructed with double-paned glass or an equivalent and in a manner to provide an airborne sound insulation system achieving a Sound Transmission Class of 50 (45 if field tested) as defined in the UBC Standard No. 35-1, 1982 edition. Advisory Agency sign-off shall be required prior to the issuance of a building permit for the Mixed Use Project. The Applicant, as an alternative, may retain an engineer registered in the State of California with expertise in acoustical engineering, who shall submit a signed report for an alternative means of sound insulation satisfactory to the Advisory Agency which achieves a maximum interior noise of CNEL 45 (residential standard).

5. LEVEL OF SIGNIFICANCE AFTER MITIGATION

a. Construction

The 8-foot temporary sound barrier and acoustic linings prescribed in Mitigation Measure E-1 can achieve barrier insertion losses of approximately 6 dBA and 15 dBA, respectively, or more in areas where the line of sight between construction-period noise sources and off-site receiver locations is obstructed. Assuming a minimum noise reduction of 6 dBA, the worst-case construction-period L_{eq} would be reduced to approximately 80 dBA at areas along the adjoining property line with the Marriott Hotel property, which is still 21.9 dBA above the baseline ambient noise level. Average L_{eq} noise levels during construction within the Marriott Hotel property would continue to exceed the ambient noise level by more than the 5-dBA significance criterion. As such, this impact is concluded to be significant and unavoidable.

As no physical changes would occur within the Add Areas, no construction noise impacts would occur.

b. Operations

Mixed Use Project development would result in less than significant off-site noise impacts during long-term Mixed Use Project operations. With the addition of Mitigation Measure E-2, interior noise levels within each residential dwelling unit would meet adopted City standards. As such, potential impacts with respect to community noise levels would be less than significant.

V. Alternatives to the Proposed Project

V. ALTERNATIVES TO THE PROPOSED PROJECT

A. INTRODUCTION

Under CEQA, the identification and analysis of alternatives to a project is a fundamental part of the environmental review process. CEQA Public Resources Code Section 21002.1(a) establishes the need to address alternatives in an EIR by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is . . . to identify alternatives to the project."

The State CEQA Guidelines (Section 15126.6[a]) require an EIR to: (1) describe a range of reasonable alternatives to the proposed project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project; and (2) evaluate the comparative merits of the alternatives.[1] The State CEQA Guidelines (Section 15126.6[b]) direct that the analysis of alternatives be limited to alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede, to some degree, the attainment of project objectives, or would be more costly.

The selection and discussion of the alternatives is intended to foster meaningful public participation and informed decision-making. An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote or speculative. The State CEQA Guidelines (Section 15126.6[e]) also require the analysis of a "No Project" alternative and the identification of the "Environmentally Superior Alternative." If the environmentally superior alternative is the No Project Alternative, then the EIR is required to identify an environmentally superior alternative among the other alternatives.

Section 15126.6(f) of the Guidelines further direct that the range of alternatives be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are addressed.

[1] *The CEQA guidelines regarding the consideration and discussion of alternatives to a proposed project, as summarized here, are found in Section 15126.6 of the State CEQA Guidelines.*

In selecting project alternatives for analysis, potential alternatives must pass a test of feasibility. CEQA Guidelines Section 15126.6(f)(1) states that:

"Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site . . . ."

In addition, the State CEQA Guidelines (Section 15126.6[c]) require an EIR to identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Accordingly, several alternatives that might avoid or substantially lessen proposed Project impacts were considered. Of the alternatives that were considered, five were selected for analysis.

B. BASIC OBJECTIVES OF THE PROPOSED PROJECT

Section II.C of the Project Description sets forth a list of the objectives for the proposed Project. As indicated therein, the Applicant's overall purpose for the Mixed Use Project is to develop a mixed residential and commercial development that reflects the character of the surrounding area. The Mixed Use Project is intended to provide new housing units on Los Angeles's Westside that promote pedestrian oriented and non-motorized transportation, recreational and shopping opportunities. The City's purpose for the Add Areas is to create a pattern of land use designations that reflect the existing land uses on and around the Project Site. The following objectives have, therefore, been identified by the Applicant for the proposed Mixed Use Project and by the City relative to the Add Areas.

These objectives fall under three primary categories: (1) Development Objectives; (2) Design Objectives; and (3) Economic Objectives.

Development Objectives

- Provide residential and commercial spaces in an urban context that encourages pedestrian oriented and non-motorized transportation, recreational, and shopping opportunities.

- Provide new housing units within the Palms-Mar Vista-Del Rey Community without displacing existing housing.

- Transform the use of the existing parcels to optimize the provision of market-rate housing, as well as affordable housing, in response to projected population growth rates and demand for such housing, as identified in the Palms-Mar Vista-Del Rey Community Plan.

- Locate residential units near major transportation corridors and within close proximity to public transportation.

- Provide new housing units to help meet the market demand for housing in Southern California and, in particular, on Los Angeles' Westside.

Design Objectives

- Create a design for the proposed Mixed Use Project that fosters quality living, desired neighborhood services, and compatibility among on-site uses.

- Create a design for the proposed Mixed Use Project that serves the Palms-Mar Vista-Del Rey Community's residential and commercial marketplace.

- Design the interiors and exteriors of the proposed Mixed Use Project so that they promote quality individual and family living spaces that effectively connect with the surrounding urban and coastal environments.

- Design the commercial uses to be included within the proposed Mixed Use Project so as to reflect neighborhood and market needs.

- Design the landscape features to be included within the proposed Mixed Use Project in a manner that provides natural character and texture in an urban environment and enhances the visual character of the development, facilitates a sense of separation and privacy for Project residents, and provides an entryway for the Project's commercial uses.

Economic Objectives

- Maximize the value of the proposed Mixed Use Project through the replacement of individual retail and commercial uses with housing and community serving commercial development, consistent with anticipated market demands.

- Invest in the future of the Palms-Mar Vista-Del Rey community by developing needed housing and community commercial uses on an underutilized parcel.

- Provide an opportunity for people of varying socio-economic backgrounds to own quality housing in a dynamic community.

2. City of Los Angeles Objectives

The inclusion of the Add Areas as part of the Project meets the City's objective to establish a consistent pattern of land use designations by initiating Community Plan Amendments and Zone Changes in order to create land use designations that are consistent with existing uses on and around the subject parcels. Furthermore, the proposed Project would enable the City of Los Angeles to fulfill many of its objectives outlined in the Palms-Mar Vista-Del Rey Community Plan. Community Plan objectives include the following:

- Provide for adequate multi-family residential development;
- Locate higher residential densities near commercial centers and major bus routes where public service facilities and infrastructure will support this development;
- Promote greater individual choice in type, quality, price and location of housing;
- New commercial uses should be located in existing established commercial areas or shopping centers; and
- Promote mixed use projects along designated transit corridors and in appropriate commercial centers.

The Palms-Mar Vista-Del Rey Community Plan, in its Coastal Resources policies and objectives, addresses the protection of resources pursuant to the California Coastal Act. The Coastal Resources Section of the Community Plan includes the following relevant goal, objective and policy for the proposed Mixed Use Project:

- Preservation of the Scenic and Visual Qualities of Coastal areas; and
- The location and amount of new development should maintain and enhance public access to the coast.

3. California Coastal Act Objectives

The California Coastal Act has also established several basic goals to guide development within the Coastal Zone. California Coastal Act goals applicable to the Mixed Use Project and the Project Site include the following:

- The Coastal Commission shall encourage housing opportunities for persons of low and moderate income in the Coastal Zone;

- Protect, maintain, and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources;

- Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state; and

- Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

C. ALTERNATIVES SELECTED FOR ANALYSIS

As required by the CEQA Guidelines, this section of the Draft EIR describes a reasonable range of alternatives to the proposed Project, and evaluates the environmental impacts associated with each alternative. This section focuses on alternatives that potentially avoid or reduce the significant adverse impacts of the proposed Project. Five alternative project scenarios have been developed and analyzed to compare the relative impacts of a range of alternatives to the proposed Project. The analysis of alternatives begins with the "No Project" Alternative, as required by the CEQA Guidelines. Based on comparative evaluations, estimations are made as to the environmental impacts of each alternative in contrast with those of the proposed Project and a discussion of whether each alternative could attain the Applicant's and the City's objectives for the proposed Project. The alternatives to the proposed Project are summarized in Table 24 on page 196, and are as follows:

Alternative 1: No Project

The No Project Alternative assumes that the proposed Project would not be developed and the existing land uses within the Project site would remain unchanged. As such, the No Project Alternative consists of a total of 30,005 square feet of development. Of this total, two sit-down restaurants account for 12,080 square feet, as well as a 2,558 square-foot fast food restaurant and a 6,400 square-foot retail store specializing in copying and related services. The remaining square footage, 8,967 square feet, is located within a vacant commercial building located towards the eastern portion of the site proposed for the Mixed Use Project.

Table 24

COMPARISON OF ALTERNATIVES

Proposed Project Characteristics	Proposed Project	Alternative 1 No Project	Alternative 2 Reduced Project "A"	Alternative 3 Reduced Project "B"	Alternative 4 Alternate Design	Alternative 4 Alternate Site
Restaurant Use [a]	0	14,638 sq.ft.	0	0	0	0
Retail Use	9,000 sq.ft.	15,367 sq.ft. [b]	6,300 sq.ft.	5,500 sq.ft.	9,000 sq.ft.	9,000 sq.ft.
Residential Use	389,700 sq.ft. 310 d.u.	0	272,790 sq.ft. 217 d.u.	346,833 sq.ft. 275 d.u.	310 d.u.	310 d.u.
Light Industrial Use	0	0	0	0	0	0
Total Floor Area [c]	398,700 sq.ft.	30,005 sq.ft.	279,090 sq.ft.	352,333 sq.ft.		398,700 sq.ft.
Floor Area Ratio [d]	2.27	0.17	1.59	2.00	2.27	2.27
Building Height	45 to 70 ft.	1 to 2 stories	28 to 49 ft.	45 to 70 ft.	12 stories	45 to 70 ft.
Parking	691		484	576	691	691

Alternative 2: Reduced Project "A"

Under the Reduced Project "A" Alternative, all components of the proposed Mixed Use Project would be incrementally reduced by 30 percent, including building height, residential units, retail floor area and parking spaces. Based on this description, the Reduced Project "A" Alternative would contain 217 condominium units, 6,300 square feet of retail uses and 484 parking spaces. A total of 10 percent of all units would be available as affordable housing. The proposed mix of condominium units is as follows: (1) 42 one-bedroom units; (2) 133 two-bedroom units; and (3) 42 three-bedroom units. All of the amenities proposed as part of the Project would be developed under the Reduced Project "A" Alternative. Maximum building heights would be approximately 28 to 49 feet, with varying rooflines that would articulate by as much as 21 feet. Commercial uses would occur in a ground floor setting that would front Maxella Avenue with signage that would extend along both Maxella Avenue and Lincoln Boulevard. The Reduced Project "A" Alternative would also include the same Community Plan amendments and zone changes for the Add Areas as is proposed under the proposed Project.

Alternative 3: Reduced Project "B"

Under the Reduced Project "B" Alternative, the number of residential condominium units would be reduced from 310 units under the proposed Mixed Use Project to 275 units (11 percent reduction); and the amount of retail square footage would be reduced from 9,000 square feet under the proposed Mixed Use Project to 5,500 square feet (39 percent reduction). A total of 576 parking spaces would be provided under the Reduced Project "B" Alternative. A total of 10 percent of all units would be available as affordable housing. The proposed mix of condominium units is as follows: (1) 53 one-bedroom units, (2) 169 two-bedroom units, and (3) 53 three-bedroom units. All of the amenities proposed as part of the Mixed Use Project would be developed under the Reduced Project "B" Alternative. Maximum building heights would be the same as those of the proposed Mixed Use Project (i.e., approximately 45 to 70 feet, with varying rooflines that would articulate by as much as 25 feet). Commercial uses would occur in a ground floor setting that would front Maxella Avenue with signage that would extend along both Maxella Avenue and Lincoln Boulevard. The Reduced Project "B" Alternative would also include the same Community Plan amendments and zone changes for the Add Areas as is proposed under the proposed Project.

Alternative 4: Alternate Design

The amount of development occurring under the Alternate Design Alternative is the same as the proposed Mixed Use Project. As such, a total of 310 condominium units, 9,000 square feet of retail uses and 691 parking spaces would be developed under this Alternative. A total of 10 percent of all units would be available as affordable housing. The proposed mix of condominium units is the same as the proposed Mixed Use Project and is summarized as

follows: (1) 60 one-bedroom units; (2) 190 two-bedroom units; and (3) 60 three-bedroom units. All of the amenities proposed as part of the Mixed Use Project would be developed under the Alternate Design Alternative. The residential units under this Alternative would be developed in a single structure that would be 12 stories in height. The residential tower would be centered on the site of the proposed Mixed Use Project. The retail uses under this Alternative would be located along Maxella Avenue as is the case with the proposed Mixed Use Project. Parking would be provided via surface parking facilities. Signage under this Alternative, as is the case with the proposed Mixed Use Project, would extend along both Maxella Avenue and Lincoln Boulevard.

Alternative 5: Alternate Site

Alternative 5 assumes that the proposed Mixed Use Project would not be developed at the Project Site and would be moved to another location. The Alternate Site is 2.3 acres in size and is located north of the proposed Project Site at Beach Avenue between Del Rey Avenue and Glencoe Avenue. The Alternative Site is located approximately 0.4 mile north of the proposed Project site. Since the Add Areas are included solely for the purpose of establishing consistency across Community Plan and Zoning designations at the Project site, the inclusion of this Project component within the Alternative Site Alternative is not required. As such, the Alternative Location Alternative only considers the relocation of the Mixed Use Project. Therefore, under this Alternative, the Project would be constructed according to the proposed Mixed Use Project's design and intensity, with the same floor area and mix of uses, including 310 residential condominium units, 9,000 square feet of retail uses and 691 parking spaces.

D. ALTERNATIVES CONSIDERED BUT REJECTED

The State CEQA Guidelines, Section 15126.6(c) state that an EIR shall consider a reasonable range of alternatives to the proposed Project and that the EIR should briefly describe the rationale for selecting the alternatives to be discussed. As described in CEQA Guidelines Section 15126.6(c), the reasons for rejecting alternatives from detailed consideration include the following: (i) failure to meet most of the basic project objectives; (ii) infeasibility; or (iii) inability to avoid significant environmental impacts.

Per Section 15126.6(c), the analysis of alternatives started with an identification of alternatives to the proposed Project that had the potential to reduce or eliminate the proposed Project's significant environmental impacts. The alternatives identified were then evaluated in terms of the three CEQA criteria identified above to determine those alternatives that would be analyzed further within the Draft EIR and those alternatives that would be rejected from further review. There were three general categories of alternatives that were considered, but rejected

from further analysis. The first category is the development of the site of the Mixed Use Project with only commercial uses, such as office, retail, and/or restaurant uses. This category of alternatives was rejected, as these uses do not meet any of the Project's objectives nor implement the Community Plan and zoning designations for the site, although under the LAMC, these uses would be permitted under the Project Site's existing limited manufacturing zoning and Community Plan designations. The second category of alternatives considered, but rejected, include public uses such as a park and/or recreation/community center. Alternatives that include these types of uses were rejected as they do not meet any of the Project's objectives, would not implement Community Plan and zoning designations for the Project site, and would not implement important Community Plan policies as they relate to the provision of multi-family housing and the location of mixed-use projects. The third category of alternatives considered, but rejected, included the development of the Mixed Use Project site with industrial uses pursuant to those permitted by the LAMC. While this category of land uses would be consistent with existing Community Plan and zoning designations, it would be inconsistent with the retail and residential land uses in proximity to the Project site.

E. ANALYSIS METHODOLOGY

Each of the five alternatives is evaluated in sequence below. Each alternative is evaluated in less detail than in Section IV, Environmental Impact Analysis, of the Draft EIR, but in sufficient detail to determine whether overall environmental impacts after mitigation would be greater, similar, or less than the corresponding impacts of the proposed Project, and in sufficient detail to determine whether Project objectives are substantially attained. To determine the comparative impacts, the process described below has been followed:

- An evaluation of the environmental impacts anticipated for each alternative in comparison to the proposed Project, including the ability of each alternative to avoid or substantially lessen any significant environmental impacts associated with the proposed Project. Where the impacts of the alternative and the proposed Project would be roughly equivalent, the comparative impact is said to be "similar";

- If applicable, a description of the impacts of each alternative that are not impacts of the proposed Project; and

- A statement of whether each alternative is feasible and meets the objectives of the proposed Project.

F. EVALUATION OF THE ALTERNATIVES

1. Alternative 1: No Project

a. Introduction

The No Project Alternative assumes that the proposed Project would not be developed and the existing land uses within the site of the Mixed Use Project and the existing Marriott Hotel and Gas Station (Add Areas) would remain unchanged. Existing facilities would continue to be used, as under existing conditions. As such, the No Project Alternative within the Site of the Mixed Use Project would continue to consist of a total of 30,005 square feet of development. Of this total, two sit-down restaurants account for 12,080 square feet, as well as a 2,558-square-foot fast food restaurant and a 6,400-square-foot retail store specializing in copying and related services. The remaining square footage, 8,967 square feet, is located within a vacant commercial building located towards the eastern portion of the site of the Mixed Use Project. The components of Alternative 1 are compared with the proposed Mixed Use Project in Table 25 on page 201.

(1) Land Use

The No Project Alternative assumes that the proposed Project would not be developed. Under this Alternative the existing retail, restaurant and parking land uses within the site of the Mixed Use Project and the existing Marriott Hotel and Gas Station (Add Areas) would remain unchanged and no physical changes would occur. Since no changes would occur, the No Project Alternative would not enable the upgrading of a currently underutilized site and would not increase the supply of market and affordable housing to meet the area's projected population growth, revitalize an older commercial corridor; implement Community Plan policies and programs as they pertain to the site of the Mixed Use Project, or establish Community Plan and zoning designations for the site of the Mixed Use Project and the Add Areas that are consistent with the current and planned use of the site. As with the proposed Project, land use impacts under the No Project Alternative would be less than significant.

(2) Visual Resources

(a) Views

The No Project Alternative would not involve the construction of any new structures. No new view obstruction or change in the vistas toward or from the Project Site would occur. Since no changes to on-site conditions would occur, the No Project Alternative would eliminate the view obstruction impacts attributable to the proposed Mixed Use Project. However, because the

Table 25

COMPARISON OF THE ALTERNATIVE 1 (NO PROJECT) WITH THE PROPOSED PROJECT

Land Use	Proposed Project	Alternative 1	Comments
Restaurant Use [a]	0	14,638 sq.ft.	There would be an even mix of Restaurant and Retail use on the Project site under the No Project Alternative. The No Project Alternative would contain 368,695 square feet less floor area than the proposed Project, resulting in a reduction in FAR of 2:1. The No Project Alternative would contain fewer parking spaces than the proposed Project.
Retail Use	9,000 sq.ft.	15,367 sq.ft. [b]	
Residential Use	389,700 sq.ft. 310 d.u.	0	
Total Floor Area	398,700 sq.ft.	30,005 sq.ft.	
Floor Area Ratio	2.27:1	0.17:1	
Building Height	45 to 70 ft.		
Parking	691		

d.u. = dwelling units
sq.ft. = square feet

[a] *Two sit-down restaurants account for 12,080 square feet fast food restaurant accounts for 2,558 sq.ft. of the total restaurant square footage.*
[b] *8,967 sq.ft. of existing retail/commercial floor area is currently vacant.*

Source: PCR Services Corporation, September 2004.

valued view resources in the Project area would not be substantially obstructed by the proposed development, both the proposed Project and the No Project Alternative would result in less than significant impacts on view obstruction.

(b) Visual Qualities

Under the No Project Alternative, no changes in the existing visual character of the Project Site would occur. Since the existing character is not aesthetically notable, the retention of existing commercial uses would not have any particular benefit on visual qualities (aesthetics). Under this Alternative, the visual amenities associated with the proposed Mixed Use Project's architectural style and landscaping would not be developed at the site of the Mixed Use Project. In relation to visual quality, the No Project Alternative would be less beneficial than the proposed Project. Both the proposed Project and the No Project Alternative would result in less than significant impacts on visual qualities.

(3) Traffic, Circulation, and Parking

(a) Traffic and Circulation

The No Project Alternative would not generate additional vehicle trips since no changes in existing land uses would occur. However, the benefits of the Mixed Use Project's mitigation, relative to existing conditions, at the Glencoe Avenue and Washington Boulevard intersection would not occur. Nevertheless, impacts of the No Project Alternative would be less than significant, as no new traffic would be generated. Impacts would also be less than those of the Project as the Alternative would avoid the Project's significant impact at the Maxella Avenue and Lincoln Boulevard intersection.

(b) Parking

Under the No Project Alternative, the Project Site would continue to provide surface parking spaces for the patrons and employees of the on-site businesses. Since adequate parking exists to meet the parking demands of the existing on-site uses, impacts of the No Project Alternative would be less than significant. As the proposed Mixed Use Project would provide parking that meets LAMC requirements, as well as its parking demand, impacts of the No Project Alternative would be similar to those of the proposed Mixed Use Project.

(4) Air Quality

The No Project Alternative would maintain the existing emissions that are attributable to on-site activities. No additional emissions would occur under this Alternative, and, as such, the air quality impacts of the No Project Alternative would be less than significant. Furthermore, the No Project Alternative would avoid the proposed Mixed Use Project's significant construction NO_X and ROC daily emissions. While the Mixed Use Project's less than significant operational emissions would be eliminated under the No Project Alternative, the positive benefits of the Project, on the implementation of air quality policies, would be lost. Examples of such policy benefits include, but are not limited to, the construction of market and affordable housing in an area which has a disproportionately high amount of jobs relative to housing and recycling an existing development site that is well served by transit and existing infrastructure systems. Nevertheless, air quality impacts under the No Project Alternative would be less than those attributable to the proposed Project.

(5) Noise

The No Project Alternative would not change the existing noise environment occurring on, or adjacent to, the site of the Mixed Use Project and the Add Areas. As a result, the No

Project Alternative would result in less than significant impacts and would avoid the Mixed Use Project's significant construction impact on the Marriott Hotel and the less than significant noise increase associated with the Mixed Use Project's composite operational noise level. As such, noise impacts under the No Project Alternative would be less than those attributable to the proposed Project.

(6) Relationship of the No Project Alternative to the Project Objectives

The No Project Alternative would not meet the objective of developing the site of the Mixed Use Project in a manner that would replace older commercial uses and surface parking facilities with a new mixed commercial and residential development that would have impacts, as well as benefits, relative to the issues analyzed in this Draft EIR. The No Project Alternative would eliminate the proposed Mixed Use Project's impacts on view obstruction; significant construction air quality and noise impacts; and significant traffic impacts at the intersection of Maxella Avenue and Lincoln Boulevard. The No Project Alternative would not realize the Project's benefits to improving intersection operations at the Glencoe Avenue and Washington Boulevard intersection, as well as implementing Community Plan and air quality policies and objectives. As the No Project Alternative would not implement the City's long-range land use goals and the primary objectives of the Project, it would not serve as a feasible development alternative.

2. Alternative 2: Reduced Project "A"

a. Introduction

Under the Reduced Project "A" Alternative, all components of the proposed Mixed Use Project would be incrementally reduced by 30 percent, including building height, residential units, retail floor area and parking spaces. Based on this description, the Reduced Project "A" Alternative, within the area proposed for the Mixed Use Project, would contain 217 condominium units, 6,300 square feet of retail uses and 484 parking spaces. A total of 10 percent of all units within the proposed Mixed Use Project would be available as affordable housing. The proposed mix of condominium units is as follows: (1) 42 one-bedroom units; (2) 133 two-bedroom units; and (3) 42 three-bedroom units. All of the amenities proposed as part of the proposed Mixed Use Project would be developed under the Reduced Project "A" Alternative. The Floor Area Ratio (FAR) for the Mixed Use Project under Alternative 2 would be approximately 1.59,[43] approximately 0.68 less than under the proposed Mixed Use Project.

[43] *FAR is the ratio of square feet of floor area/square feet of land area. FAR for Alternative 2 would be 279,090 square feet (floor area) divided by 175,982 square feet (land area) =1.59.*

Alternative 2 would provide 484 parking spaces, 207 fewer parking spaces than under the proposed Mixed Use Project. Maximum building heights within the Reduced Project "A" Alternative would be approximately 31 to 49 feet, with varying rooflines that would articulate by as much as 18 feet. Commercial uses within the Reduced Project "A" Alternative would occur in a ground floor setting that would front Maxella Avenue with signage that would extend along both Maxella Avenue and Lincoln Boulevard. Alternative 2 also includes the same Community Plan Amendments and Zone Changes for the site of the Mixed Use Project and the Add Areas. Similar to the proposed Project, no physical changes are proposed for the Add Areas. A comparison of Alternative 2 with the proposed Mixed Use Project is provided in Table 26 on page 205.

b. Analysis of Alternative

(1) Land Use

(a) Land Use Compatibility

As Alternative 2 consists of the same land uses and arrangement of uses within the Project Site, the land use relationships which occur with the proposed Mixed Use Project would be the same for Alternative 2. Accordingly, Alternative 2 would not have an adverse affect on adjacent uses, would develop commercial uses on Maxella Avenue which are compatible with the existing commercial uses in the area, and would have building heights that are consistent with surrounding uses. Alternative 2 would also not result in the division, disruption or isolation of an existing established community or neighborhood. As such, Alternative 2, as is the case with the proposed Project, would result in similar and less than significant land use compatibility impacts.

(b) Consistency with Existing Land Use Plans and Policies

As with the proposed Project, Alternative 2 would not introduce any new land use or design elements that would not be in conformance with the Palms-Mar Vista-Del Rey Community Plan. The 30 percent reduction in the proposed Mixed Use Project's floor area, under Alternative 2, would in result in a 1.59 FAR. Development of Alternative 2, as is the case with the proposed Mixed Use Project, requires a change to Height District 2, as the FAR of Alternative 2 exceeds the maximum permitted under the site's existing Height District 1 designation. Alternative 2 and the proposed Mixed Use Project would both require the approval of discretionary actions that would amend the Community Plan and zoning designations for the site of the Mixed Use Project from Industrial – Limited Manufacturing and M1-1 to General Commercial and RAS4, respectively. In addition, the implementation of both Alternative 2 and the proposed Project would amend the Community Plan and zoning designations for the Add

Table 26

COMPARISON OF THE ALTERNATIVE 2 (REDUCED PROJECT "A") WITH THE PROPOSED PROJECT

Land Use	Proposed Project	Alternative 2	Comments
Retail Use	9,000 sq.ft.	6,300 sq. ft.	Residential uses would be the primary land use on the Project site under Alternative 2. Alternative 2 would contain 30 percent less floor area than the proposed Project, resulting in a reduced FAR of 1.59. The Alternative would contain 207 fewer parking spaces than the proposed Project.
Residential Use	389,700 sq.ft. 310 d.u.	217 d.u.	
Total Floor Area	398,700 sq.ft.	279,090 sq.ft.	
Floor Area Ratio	2.27	1.59	
Building Height	45 to 70 ft.	28 to 49 ft.	
Parking	691	484	

sq.ft. = square feet
d.u.= dwelling units

Source: PCR Services Corporation, September 2004.

Areas from Industrial – Limited Manufacturing and M1-1 to General Commercial and C4 to promote a consistent pattern of land use designations.

Amending the Community Plan and zoning designations under Alternative 2, as is the case with the proposed Project, would remove site designations that are no longer applicable to current conditions and replace them with designations that are more reflective of actual development patterns and that implement a number of important Community Plan goals and policies. Furthermore, the existing designations reflect historic land use patterns in the Project area and anticipated uses that predate the development of Marina del Rey and the Villa Marina, Marina Marketplace, and Marina Center shopping centers. The Community Plan designation of General Commercial is one that would typically be assigned to the types of uses proposed under Alternative 2 and surrounding areas. The RAS4 zone supports development that is consistent with Alternative 2 and its existing setting. Furthermore, the hotel and gas station uses currently occurring within the Add Areas and under Alternative 2 are consistent with the proposed Community Plan and zoning designations.

Specific Community Plan policy initiatives that would be advanced by Alternative 2, as is the case with the proposed Mixed Use Project, include the provision of adequate multi-family residential development; locating higher residential densities near a commercial center and major bus routes; promoting greater individual choice in type, quality, price, and location of housing; providing new commercial uses in existing established commercial areas; ensuring the viability of existing neighborhood stores and businesses that support the needs of local residents and are compatible with the neighborhood; and promoting mixed use projects along designated corridors and in appropriate commercial centers. Alternative 2 would also implement and be consistent with relevant SCAG and Coastal Act policies, as is the case with the proposed Project.

Based on the above discussion, it is concluded that Alternative 2 would be compatible with applicable land use plans, policies and regulations. Therefore, impacts regarding the regulatory framework would be similar to the proposed Project and less than significant.

(2) Visual Resources

(a) Views

Under Alternative 2 building heights would be reduced by 14 to 21 feet. It is expected that the resulting 31- to 49-foot-high residential buildings would alter and block some existing views. Since building heights would be reduced by 30 feet, the impact on view obstruction would be less than under the proposed Mixed Use Project. As valued view resources in the Project area would not be substantially obstructed by the proposed development, both the proposed Project and Alternative 2 would result in less than significant impacts on view obstruction.

(b) Visual Qualities

Alternative 2 and the proposed Mixed Use Project would have similar aesthetic components, including the use of articulations, pedestrian walkways, interior and exterior landscaping and high-quality architectural design and treatment. Although building heights would be reduced under Alternative 2, architectural quality is anticipated to remain. The visual quality of structures in the area is largely a function of building mass conveyed by the architectural treatment and orientation of the structures in relation to street frontages. Since the architectural treatment and the orientation of structures under Alternative 2 would be the same as under the proposed Mixed Use Project, impacts would be similar, and neither scenario would yield structures of a mass and scale that would be out of character with the surrounding environment. However, both Alternative 2 and the proposed Mixed Use Project would require a Height District change from Height District 1 to Height District 2 to be consistent with building height requirements. Visual quality impacts would be the same under either Alternative 2 or the proposed Project and would also be less than significant.

(3) Traffic, Circulation, and Parking

(a) Traffic and Circulation

Alternative 2 is forecasted to generate 79 net trips in the morning peak hour and 45 net trips in the afternoon peak hour (70 percent of the proposed Mixed Use Project's peak-hour trips). This represents a reduction of 45 trips and 84 trips in the morning and afternoon peak hours, respectively, when compared to the proposed Mixed Use Project. The trips generated by

this Alternative were assigned to the roadway system using the directional distribution described in the Traffic Study Report. Alternative 2 would result in less than significant impacts at all of the 11 study intersections. As such, the Project's one significant traffic impact at the Maxella Avenue and Lincoln Boulevard intersection would be eliminated under Alternative 2.

(b) Parking

Alternative 2 would require 426 parking spaces to meet the City of Los Angeles Planning and Zoning Code requirements. The proposed 484 parking spaces is more than adequate to accommodate the parking demands of the residents, patrons, employees, and visitors of the residential development within the site of the Mixed Use Project. Therefore, Alternative 2 and proposed Mixed Use Project parking impacts would be similar and less than significant.

(4) Air Quality

The analysis of the Project's air quality emissions during construction of the Mixed Use Project are based on peak construction activities. While total development under Alternative 2 would be reduced relative to the proposed Mixed Use Project, it is assumed that peak construction activities would be the same. As such, construction-related daily emissions for both Alternative 2 and the proposed Mixed Use Project would not exceed SCAQMD significance thresholds for CO, PM_{10}, or SO_X. However, construction-related daily emissions would exceed SCAQMD significance thresholds for ROC and NO_X. Therefore, construction emissions under Alternative 2 and the proposed Mixed Use Project would be similar and result in a significant impact on regional air quality. As peak construction activities would be the same, local construction air quality impacts under Alternative 2 and the proposed Mixed Use Project would be the same and less than significant.

Alternative 2 would produce approximately 70 percent of the total operational emissions associated with the proposed Mixed Use Project. Alternative 2 would result in an approximately 30 percent reduction in the Mixed Use Project's weekday emissions (after mitigation) of 240 pounds per day of CO, 38 pounds per day of NO_X, 25 pounds per day of PM_{10}, 22 pounds per day of ROC, and <1 pound per day of SO_X. Since the operation of the proposed Mixed Use Project would result in less than significant air quality impacts, Alternative 2 would, therefore, also result in less than significant operational air quality impacts.

As the land uses under Alternative 2 are the same as those of the proposed Project, Alternative 2 would be consistent with the AQMP and the City's General Plan Air Quality Element. Based on the reduction in the size of the development, Alternative 2 would result in implementing applicable air quality policies to a lesser extent than the proposed Mixed Use

Project. However, Alternative 2 would result in less than significant impacts relative to air quality policies, as is the case with the proposed Mixed Use Project.

(5) Noise

As peak construction activities under Alternative 2 would be the same as the proposed Mixed Use Project, construction-related noise under Alternative 2 would exceed the 5-dBA significance criterion at the Marriott Hotel property. Construction noise impacts under Alternative 2, as is the case with the proposed Mixed Use Project, would be less than significant at the other analyzed locations. On an overall basis, noise impacts during construction for both the proposed Mixed Use Project and Alternative 2 would be similar and significant.

The reduction in development and traffic occurring under Alternative 2 is not sufficient to reduce the Mixed Use Project's traffic and stationary source noise impacts. As such, Alternative 2 would generate similar noise impacts associated with operations, including traffic, mechanical equipment/point sources (i.e., HVAC equipment); courtyard/swimming pool areas; outdoor balconies; parking/vehicle circulation areas; and refuse collection areas. As no significant impacts were identified under the proposed Mixed Use Project operations, operational noise impacts under Alternative 2 would also be less than significant.

(6) Summary of Impacts and Relationship of Alternative 2 to the Project Objectives

Alternative 2, with a smaller amount of development, would reduce some of the Mixed Use Project's impacts but, at the same time, implement land use and air quality policies to a lesser extent than the proposed Mixed Use Project. Of particular note is that Alternative 2 eliminates the Mixed Use Project's one significant traffic impact at the Maxella Avenue and Lincoln Boulevard intersection. In addition, view obstruction and operational air quality emissions would be reduced under Alternative 2. Alternative 2 would result in similar impacts to those of the proposed Mixed Use Project on land use compatibility, visual qualities, parking, construction air quality emissions, and noise.

Alternative 2 would meet, although to a lesser degree, the proposed Mixed Use Project's objective of providing new housing units to help meet the demand for market and affordable housing on Los Angeles' Westside. It would also meet the proposed Mixed Use Project's objectives, although to a lesser degree, of providing residential and commercial spaces in an urban context that encourages pedestrian oriented and non-motorized transportation, recreational, and shopping opportunities; and locating mixed use projects along designated transit corridors and in appropriate commercial centers. Furthermore, Alternative 2 would meet the objective of promoting greater individual choice in type, quality, price, and location of housing. In

conclusion, while Alternative 2 would achieve many of the objectives of the proposed Mixed Use Project, the reduction in development results in Alternative 2 achieving the objectives to a lesser degree than the proposed Project.

3. Alternative 3: Reduced Project "B"

a. Introduction

Under Alternative 3, the site of the Mixed Use Project would be developed with the same components and layout of the proposed Mixed Use Project, except the number of residential condominium units would be reduced from 310 units to 275 units (11 percent reduction); and the amount of retail square footage would be reduced from 9,000 square feet under the proposed Mixed Use Project to 5,500 square feet (39 percent reduction). A total of 576 parking spaces would be provided under the Reduced Project "B" Alternative. Alternative 3 would provide 115 fewer parking spaces than under the proposed Mixed Use Project. The Floor Area Ratio (FAR) of Alternative 3 would be 2.00,[3] approximately 0.27 less than under the proposed Mixed Use Project. Maximum building heights would be the same as the proposed Mixed Use Project (i.e., approximately 45 to 70 feet, with varying rooflines that would articulate by as much as 25 feet). Commercial uses under Alternative 3 would occur in a ground floor setting that would front Maxella Avenue with signage that would extend along both Maxella Avenue and Lincoln Boulevard. Alternative 3 also includes the same Community Plan Amendments and Zone Changes for the site of the Mixed Use Project and the Add Areas as the proposed Project. Similar to the proposed Project, no physical changes are proposed for the Add Areas. A comparison of Alternative 3 with the proposed Mixed Use Project is presented in Table 27 on page 210.

b. Analysis of Alternative

(1) Land Use

(a) Land Use Compatibility

As Alternative 3 consists of the same land uses and arrangement of uses within the Project Site, the land use relationships which occur with the proposed Mixed Use Project would be the same for Alternative 3. Accordingly, Alternative 3 would not have an adverse affect on adjacent uses, would develop commercial uses on Maxella Avenue which are compatible with

[3] *FAR is the ratio of square feet of floor area/square feet of land area. FAR for the Alternative 3 would be 352,333 square feet (floor area) divided by 4.04 acres (land area) = 2.00.*

Table 27

COMPARISON OF THE ALTERNATIVE 3 (REDUCED PROJECT "B") WITH THE PROPOSED PROJECT

Land Use	Proposed Project	Alternative 3	Comments
Retail Use	9,000 sq.ft.	5,500 sq.ft.	The primary use on the Project site would be residential, the same as under the proposed Project. However, Alternative 3 would represent an 11 percent reduction in residential square footage and a 39 percent reduction in retail square footage. Alternative 3 would contain 46,367 square feet less floor area and 115 fewer parking spaces on the Project site. FAR would be reduced by 0.27.
Residential Use	389,700 sq.ft. 310 d.u.	346,833 sq.ft. 275 d.u.	
Total Floor Area	398,700 sq.ft.	352,333 sq.ft.	
Floor Area Ratio	2.27	2.00	
Building Height	45 to 70 ft.	45 to 70 ft.	
Parking	691	576	

sq.ft. = square feet
d.u. = dwelling units

Source: PCR Services Corporation, September 2004

the existing commercial uses in the area, and building heights that are consistent with surrounding uses. Alternative 3 would also not result in the division, disruption or isolation of an existing established community or neighborhood. As such, Alternative 3, as is the case with the proposed Project, would result in similar and less than significant land use compatibility impacts.

(b) Consistency with Existing Land Use Plans and Policies

As with the proposed Mixed Use Project, Alternative 3 would not introduce any new land use or design elements that would not be in conformance with the Palms-Mar Vista-Del Rey Community Plan. The 11 percent reduction in the proposed Mixed Use Project's residential floor area, and the 39 percent reduction in the retail floor area under Alternative 3, would in result in a 2.0 FAR. Development of Alternative 3, as is the case with the proposed Mixed Use Project, requires a change to Height District 2, as the FAR of Alternative 3 exceeds the maximum permitted under the Mixed Use Project Site's existing Height District 1 designation. Alternative 3 and the proposed Mixed Use Project would both require the approval of discretionary actions that would amend the Community Plan and zoning designations from Industrial – Limited Manufacturing and M1-1 to General Commercial and RAS4, respectively. In addition, the implementation of Alternative 3 would also amend the Community Plan and zoning designation for the Add Areas from Industrial – Limited Manufacturing and M1-1 to General Commercial and C4 to promote a consistent pattern of land use designations.

Amending the Community Plan and zoning designations under Alternative 3, as is the case with the proposed Project, would remove site designations that are no longer applicable to

current conditions and replace them with designations that are more reflective of actual development patterns and ones that implement a number of important Community Plan goals and policies. Furthermore, the existing designations reflect historic land use patterns in the Project area and anticipated uses that predate the development of Marina del Rey and the Villa Marina, Marina Marketplace and Marina Center shopping centers. The Community Plan designation of General Commercial is one that would typically be assigned to the types of uses proposed under Alternative 3 and surrounding areas. The RAS4 zone supports development that is consistent with Alternative 3 and its existing setting. Furthermore, the hotel and gas station uses currently occurring on the Project Site are consistent with the proposed Community Plan and zoning designations for the two Add Areas.

Specific Community Plan policy initiatives that would be advanced by Alternative 3, as is the case with the proposed Mixed Use Project, include providing adequate multi-family residential development; locating higher residential densities near a commercial center and major bus routes; promoting greater individual choice in type, quality, price, and location of housing; providing new commercial uses in existing established commercial areas; ensuring the viability of existing neighborhood stores and businesses that support the needs of local residents and are compatible with the neighborhood; and promoting mixed-use projects along designated corridors and in appropriate commercial centers. Alternative 3 would also implement and be consistent with relevant SCAG and Coastal Act policies, as is the case with the proposed Project.

Based on the above discussion, it is concluded that Alternative 3 would be compatible with existing land use plans, policies and regulations. Therefore, impacts regarding the regulatory framework would be similar to the proposed Project and less than significant.

(2) Visual Resources

(a) Views

Under Alternative 3, building heights would be the same as the proposed Mixed Use Project. It is anticipated that the resulting building heights would alter and block some existing views. However, since valued view resources in the Project area would not be substantially obstructed by the proposed development, both the proposed Mixed Use Project and the Reduced Project "B" Alternative would result in less than significant impacts on view obstructions.

(b) Visual Qualities

Alternative 3 and the proposed Mixed Use Project would have similar aesthetic components, including the use of articulations, pedestrian walkways, interior and exterior

landscaping and high-quality architectural design and treatment. Although building heights would be reduced under Alternative 3, architectural quality is anticipated to remain. The visual quality of structures in the area is largely a function of building mass conveyed by the architectural treatment and orientation of the structures in relation to street frontages. As the building heights, the architectural treatment and the orientation of structures would be the same as the proposed Mixed Use Project, impacts would be similar, and neither scenario would yield structures of a mass and scale that would be out of keeping with the surrounding environment. However, both Alternative 3 and the proposed Mixed Use Project would require a Height District change from Height District 1 to Height District 2 to be consistent with building height requirements. Visual quality impacts under both Alternative 3 or the proposed Project would be less than significant.

(3) Traffic, Circulation, and Parking

(a) Traffic and Circulation

The street and sidewalk design under Alternative 3 would be comparable to the proposed Mixed Use Project. Alternative 3 is forecasted to generate 104 net trips in the morning peak hour and 80 net trips in the afternoon peak hour. This represents a reduction of 20 and 49 trips in the morning and afternoon peak hours, respectively, when compared to the proposed Mixed Use Project. The trips generated by this Alternative were assigned to the roadway system using the directional distribution described in the Traffic Study Report. Alternative 3, as shown in the Traffic Study Report, would result in less than significant impacts at all of the 11 study intersections. As such, the Mixed Use Project's one significant traffic impact at the Maxella Avenue and Lincoln Boulevard intersection would be eliminated under Alternative 3.

(b) Parking

Alternative 3 would require 530 parking spaces to meet the City of Los Angeles Planning and Zoning Code requirements. The proposed 576 parking spaces are more than adequate to accommodate the parking demands of the residents, patrons, employees, and visitors of the residential development under Alternative 3. Therefore, Alternative 3 and proposed Project parking impacts would be similar and less than significant.

(4) Air Quality

The analysis of the Mixed Use Project's air quality emissions during construction is based on peak construction activities. While total development under Alternative 3 would be reduced, relative to the proposed Mixed Use Project, it is assumed that peak construction activities would be the same. As such, construction-related daily emissions for both Alternative

3 and the proposed Mixed Use Project would not exceed SCAQMD significance thresholds for CO, PM_{10}, or SO_X. However, construction-related daily emissions would exceed SCAQMD significance thresholds for ROC and NO_X. Therefore, construction emissions under Alternative 3 and the proposed Mixed Use Project would be similar and result in a significant impact on regional air quality. As peak construction activities would be the same, local construction air quality impacts under Alternative 3 and the proposed Mixed Use Project would be the same and less than significant.

Alternative 3 would result in a reduction in the Mixed Use Project's weekday operational emissions (after mitigation) of 240 pounds per day of CO, 38 pounds per day of NO_X, 25 pounds per day of PM_{10}, 22 pounds per day of ROC, and <1 pound per day of SO_X. Since the operation of the proposed Mixed Use Project would result in less than significant air quality impacts, Alternative 3 would therefore also result in less than significant impacts on operational air quality impacts. As the land uses under Alternative 3 are the same as those of the proposed Mixed Use Project, Alternative 3 would be consistent with the AQMP and the City's General Plan Air Quality Element. Based on the reduction in the size of the development, Alternative 3 would result in implementing applicable air quality policies to a lesser extent than the proposed Mixed Use Project. However, Alternative 3 would result in less than significant impacts relative to air quality policies, as is the case with the proposed Mixed Use Project.

(5) Noise

As peak construction activities under Alternative 3 would be the same as the proposed Mixed Use Project, construction-related noise under Alternative 3 would exceed the 5-dBA significance criterion at the Marriott Hotel property. Construction noise impacts under Alternative 3, as is the case with the proposed Mixed Use Project, would be less than significant at the other analyzed locations. On an overall basis, noise impacts during construction for both the proposed Mixed Use Project and Alternative 3 would be similar and significant.

The reduction in development and traffic occurring under Alternative 3 is not sufficient to reduce the Mixed Use Project's traffic and stationary source noise impacts. As such, Alternative 3 would generate similar noise impacts associated with operations, including traffic, mechanical equipment/point sources (i.e., HVAC equipment); courtyard/swimming pool areas; outdoor balconies; parking/vehicle circulation areas; and refuse collection areas. As no significant impacts were identified under the proposed Mixed Use Project operations, operational noise impacts under Alternative 3 would be similar and also less than significant.

(6) Summary of Impacts and Relationship of Alternative 3 to the Project Objectives

Alternative 3, with a smaller amount of development, would reduce some of the Mixed Use Project's impacts, but at the same time implement land use and air quality policies to a lesser extent than the proposed Mixed Use Project. Of particular note is that Alternative 3 eliminates the Mixed Use Project's one significant traffic impact at the Maxella Avenue and Lincoln Boulevard intersection. In addition, view obstruction and operational air quality emissions would be reduced under Alternative 3. Alternative 3 would result in similar impacts to those of the proposed Mixed Use Project on land use compatibility, visual qualities, parking, construction air quality emissions, and noise.

Alternative 3 would meet, although to a lesser degree, the proposed Mixed Use Project's objective of providing new housing units to help meet the demand for market and affordable housing on Los Angeles' Westside. It would also meet the proposed Mixed Use Project's objectives, although to a lesser degree, of providing residential and commercial spaces in an urban context that encourages pedestrian oriented and non-motorized transportation, recreational, and shopping opportunities; and locating mixed use projects along designated transit corridors and in appropriate commercial centers. Alternative 3 would also meet the objective of promoting greater individual choice in type, quality, price, and location of housing. In conclusion, while Alternative 3 would achieve many of the objectives of the proposed Mixed Use Project, the reduction in development results in Alternative 3 achieving the objectives to a lesser degree than the proposed Mixed Use Project.

5. Alternative 4: Alternate Design

a. Introduction

Under Alternative 4 the amount of development would be the same as the proposed Mixed Use Project. As such, a total of 310 condominium units, 9,000 square feet of retail uses and 691 parking spaces would be developed under the Alternate Design alternative. A total of 10 percent of all units would be available as affordable housing. The proposed mix of condominium units is as follows: (1) 60 one-bedroom units; (2) 190 two-bedroom units; and (3) 60 three-bedroom units. All of the amenities proposed as part of the Mixed Use Project would be developed under the Alternate Design Alternative. Where this Alternative differs from the proposed Mixed Use Project is that the residential units under this Alternative would be developed in a single structure that would be 12 stories in height. The residential tower would be centered on the site of the Mixed Use Project. The retail uses would be located along Maxella Avenue as is the case with the proposed Mixed Use Project. Parking would be provided via

surface parking. Signage under this Alternative, as is the case with the proposed Mixed Use Project, would extend along both Maxella Avenue and Lincoln Boulevard.

b. Analysis of Alternative

(1) Land Use

(a) Land Use Compatibility

Alternative 4, while consisting of the same land uses as the proposed Project, would develop a high-rise residential structure on the site of the Mixed Use Project. Development of this type would be consistent with the 19-story Water Terrace apartments that are located west of the Project Site and west of Lincoln Boulevard, but would be considerably taller than the two- to four-story structures that are located closer to the Project Site. The construction of a residential tower on the site of the Mixed Use Project would be compatible with the surrounding land uses from a land use perspective, although impacts relative to views and visual qualities, as discussed below, would be different. Accordingly, Alternative 4 would not have an adverse affect on adjacent uses and would develop commercial uses on Maxella Avenue which are compatible with the existing commercial uses in the area. Alternative 4 would also not result in the division, disruption, or isolation of an existing established community or neighborhood. As such, Alternative 4, as is the case with the proposed Project, would result in similar and less than significant land use compatibility impacts.

(b) Consistency with Existing Land Use Plans and Policies

As with the proposed Project, Alternative 4 would not introduce any new land use or design elements that would not be in conformance with the Palms-Mar Vista-Del Rey Community Plan. Development of Alternative 4, as is the case with the proposed Mixed Use Project, requires a change to Height District 2, as the FAR of Alternative 4 exceeds the maximum permitted under the site's existing Height District 1 designation. Alternative 4 and the proposed Project would both require the approval of discretionary actions that would amend the Mixed Use Project site's Community Plan and zoning designations from Industrial – Limited Manufacturing and M1-1 to General Commercial and RAS4, respectively. In addition, implementation of Alternative 4 would also amend the Community Plan and zoning designations for the Add Areas from Industrial – Limited Manufacturing and M1-1 to General Commercial and C4 to promote a consistent pattern of land use designations. Alternative 4 would be consistent with land use plans and policies. Therefore, both the proposed Project and Alternative 4, would result in less than significant impacts relative to land use plans and policies.

Specific Community Plan policy initiatives that would be advanced by Alternative 4, as is the case with the proposed Mixed Use Project, include providing adequate multi-family residential development; locating higher residential densities near a commercial center and major bus routes; promoting greater individual choice in type, quality, price, and location of housing; providing new commercial uses in existing established commercial areas; ensuring the viability of existing neighborhood stores and businesses that support the needs of local residents and are compatible with the neighborhood; and promoting mixed-use projects along designated corridors and in appropriate commercial centers. Alternative 4 would also implement and be consistent with relevant SCAG and Coastal Act policies, as is the case with the proposed Project.

Based on the above discussion, it is concluded that Alternative 4 would be compatible with land use plans, policies and regulations. Therefore, impacts regarding the regulatory framework would be similar to the proposed Project and less than significant.

(2) Visual Resources

(a) Views

Under Alternative 4, the residential units would be developed in a single 12-story structure. The residential tower would be centered on the site of the Mixed Use Project with surface parking surrounding the structure. Alternative 4 would potentially have a greater view impact than the proposed Mixed Use Project, as the residential tower would be more than twice as high as the proposed Mixed Use Project. However, as with the proposed Mixed Use Project, the tower would not obstruct any valued views from a prominent or public view location. As such, both the proposed Mixed Use Project and Alternative 4 would result in less than significant impacts on view obstruction.

(b) Visual Qualities

Alternative 4 and the proposed Mixed Use Project would have different aesthetic components, including the use of articulations, pedestrian walkways, open space, interior and exterior landscaping and building footprint and height. The 12-story structure proposed under Alternative 4 would be twice as tall as the proposed Mixed Use Project. Alternative 4 and the proposed Mixed Use Project would both require a Height District change from Height District 1 to Height District 2 to be consistent with building height requirements.

The visual qualities of a 12-story structure surrounded by large surface parking facilities with single-story commercial structures along Maxella Avenue would be very different from those of the proposed Mixed Use Project (i.e., four- to five-story structures covering the majority

of the site). However, the development of a residential tower in the Project area is not unprecedented, with the development of the 19-story Water Terrace apartments located west of the Project Site and west of Lincoln Boulevard. As visual qualities assessments are subjective in nature, the determination as to whether impacts would be greater under Alternative 4 than the proposed Mixed Use Project is, similarly, subjective. Those who prefer landmark structures to structures that are of a height that is consistent with surrounding land uses would prefer Alternative 4, while others would conclude the opposite. Regardless, visual qualities impacts under Alternative 4, as is the case with the proposed Mixed Use Project, would be less than significant.

(3) Traffic, Circulation, and Parking

(a) Traffic and Circulation

Alternative 4, with the same land uses as the proposed Mixed Use Project, would generate the same number of net morning and afternoon peak-hour trips; i.e., 124 trips in the morning peak hour and 129 trips in the afternoon peak hour. Under this Alternative, the intersections of Glencoe Avenue and Washington Boulevard and Lincoln Boulevard and Maxella Avenue would experience significant impacts in the afternoon peak hour. After implementation of the Mixed Use Project's mitigation measures, impacts under Alternative 4 at the two impacted study intersections would be reduced to a less than significant level. Due to the uncertainty regarding the implementation of the identified mitigation measure at the Lincoln Boulevard and Maxella Avenue intersection, it is conservatively concluded that development under Alternative 4, as is the case with the proposed Mixed Use Project, would result in a significant impact at the Lincoln Boulevard and Maxella Avenue intersection during the P.M. peak hour.

(b) Parking

Alternative 4 would include a total of 691 surface parking spaces which is the same as the proposed Mixed Use Project. Therefore, Alternative 4 would provide sufficient parking to meet LAMC requirements, as well as the parking demand attributable to this Alternative. Alternative 4 and proposed Mixed Use Project parking impacts would be similar and less than significant.

(4) Air Quality

The amount of excavation and soil transported under this Alternative would be less than the Mixed Use Project since the reduction in excavation to construct the Project's subterranean parking facility would be greater than the additional excavation required to construct the 12-story tower. Therefore, the total amount of emissions generated by haul trucks associated with site

preparation under Alternative 4 would be less than the corresponding emissions under the Mixed Use Project. Regardless, on days of intensive construction activities, both the number of construction workers and heavy-duty construction equipment would be similar. Therefore, construction emissions under Alternative 4 would be the same as the Mixed Use Project. In addition, the construction duration would be similar to the Mixed Use Project. Therefore, regional daily construction emissions would be the same as for the Mixed Use Project, and a significant ROC and NO_X emissions impact would occur. As peak construction activities would be the same, local construction air quality impacts under Alternative 4 and the proposed Mixed Use Project would be the same and less than significant.

The Alternate Design Alternative would result in the same uses and would generate the same amount of average daily trips as the Mixed Use Project. As such, Alternative 4 would generate similar long-term operational mobile source emissions and stationary source regional emissions as the Mixed Use Project. In addition, mobile CO emissions would be similar as the Mixed Use Project. Therefore, Alternative 4 would result in less than significant impacts related to operational air quality, similar to the Mixed Use Project.

As the land uses under Alternative 4 are the same as those of the proposed Mixed Use Project, Alternative 4 would be consistent with the AQMP and the City's General Plan Air Quality Element. As such, Alternative 4 would result in less than significant impacts relative to air quality policies, as is the case with the proposed Mixed Use Project.

(5) Noise

Peak construction periods for Alternative 4 would require similar amounts of daily construction activities as the proposed Mixed Use Project, both in terms of the number of construction workers and heavy-duty construction equipment. As peak construction activities under Alternative 4 would be the same as the proposed Mixed Use Project, the maximum noise level occurring under this Alternative would be similar to that of the Mixed Use Project. As with the Mixed Use Project, this Alternative would result in short-term construction-related noise levels that are above the ambient levels and would result in a temporary significant impact at the Marriott Hotel property. Construction noise impacts under Alternative 4, as is the case with the proposed Mixed Use Project, would be less than significant at the other analyzed locations. On an overall basis, noise impacts during construction for both the proposed Mixed Use Project and Alternative 4 would be similar and significant.

Alternative 4 would result in similar long-term operational noise levels as those of the proposed Mixed Use Project, due to vehicle traffic and on-site activities, such as loading/unloading activities at loading docks, trash compactors, courtyard/swimming pool areas,

outdoor balconies, and rooftop mechanical equipment. As Project impacts would be less than significant, impacts of Alternative 4 would be similar and less than significant.

(6) Summary of Impacts and Relationship of Alternative 4 to the Project Objectives

As Alternative 4 proposes the same amount and types of development as the Mixed Use proposed Mixed Use Project, nearly all of the impacts of Alternative 4 are the same or similar to the proposed Mixed Use Project. The exception pertains to view impacts which are greater under Alternative 4 due to the height of the 12-story residential tower.

Alternative 4 would meet the proposed Mixed Use Project's objective of providing new housing units to help meet the demand for market and affordable housing on Los Angeles's Westside. It would also meet the proposed Mixed Use Project's objectives of providing residential and commercial spaces in an urban context that encourages pedestrian oriented and non-motorized transportation, recreational, and shopping opportunities; and locating mixed use projects along designated transit corridors and in appropriate commercial centers. Alternative 4 would also meet the objective of promoting greater individual choice in type, quality, price, and location of housing.

6. Alternative 5: Alternate Location

a. Introduction

The purpose of evaluating an alternative location is to ascertain if relocating the Project to another site would reduce or eliminate environmental impacts that may be unique to a particular location. Since the Add Areas are included solely for the purpose of establishing consistency across Community Plan and Zoning designations at the Project site, the inclusion of this Project component within the Alternative Site Alternative is not required. As such, the Alternative Location Alternative only considers the relocation of the Mixed Use Project. Therefore, Alternative 5 assumes that the proposed Mixed Use Project would not be developed at the proposed Project Site and would be moved to another location. A survey of properties for sale within a two-mile radius of the Project Site that would meet the criteria for an alternative location was conducted. The only alternative site meeting the criteria is 2.3 acres in size and is located north of the proposed Project Site at Beach Avenue between Del Rey Avenue and Glencoe Avenue. An approximately 45,000 square foot multi-tenant commercial structure and a multi-family residential structure currently occupy the alternative site. The addresses that define the alternative site are as follows: 4040 Del Rey Avenue, 4051 Glencoe Avenue, and 13440-13454 Beach Avenue.

Under this Alternative, the Mixed Use Project would be constructed according to its proposed design and intensity, with the same floor area and mix of uses, including 310 residential condominium units, 9,000 square feet of retail uses, and 691 parking spaces. The selection of an alternative site for the Mixed Use Project was based on a number of factors, such as locating a site that could accommodate the proposed land uses, would serve the same market as the proposed Mixed Use Project, and is located in an area served by transit and existing infrastructure systems.

(1) Land Use

(a) Land Use Compatibility

The land uses surrounding the Alternative Site include residential and commercial uses to the north, commercial and retail uses to the east across Glencoe Avenue, commercial and residential uses to the south and commercial and fast-food restaurant uses to the west across Del Rey Avenue. The approximately 2.3-acre alternative site is located north of the proposed Project Site at Beach Avenue between Del Rey Avenue and Glencoe Avenue. Under Alternative 5, the alternative site would be developed with the same floor area and mix of uses as the proposed Project, including 310 residential condominium units, 9,000 square feet of retail uses, and 691 parking spaces. As such, Alternative 5 would be consistent with the surrounding mix of residential, commercial, restaurant and retail uses. Land use impacts relative to land use compatibility would be similar to the proposed Project and would be less than significant.

(b) Consistency with Existing Land Use Plans and Policies

The alternative site is located north of the proposed Project Site at Beach Avenue between Del Rey Avenue and Glencoe Avenue within the Glencoe/Maxella Specific Plan. The Alternative Site's existing Community Plan designation is Light Manufacturing and is zoned CM(GM)-2D-CA (Commercial Manufacturing). Under Alternative 5, the alternative site would be developed with the same floor area and mix of uses as the proposed Project, including 310 residential condominium units, 9,000 square feet of retail uses and 691 parking spaces.

As with the proposed Mixed Use Project, Alternative 5 would not introduce any new land use or design elements that would not be in conformance with the Palms-Mar Vista-Del Rey Community Plan and the Glencoe/Maxella Specific Plan. However, the proposed Mixed Use Project would not be consistent with the Alternative Site's Light Manufacturing land use designation and Commercial Manufacturing zoning. Alternative 5, as is the case with the proposed Project, would require the approval of discretionary actions that would amend the Alternative Site's Community Plan and zoning designations to General Commercial and RAS4,

respectively. Therefore, both the proposed Mixed Use Project and Alternative 5 would result in less than significant impacts relative to land use plans and policies.

Specific Community Plan policy initiatives that would be advanced by Alternative 5, as is the case with the proposed Mixed Use Project, include providing adequate multi-family residential development; locating higher residential densities near a commercial center and major bus routes; promoting greater individual choice in type, quality, price, and location of housing; providing new commercial uses in existing established commercial areas; ensuring the viability of existing neighborhood stores and businesses that support the needs of local residents and are compatible with the neighborhood; and promoting mixed-use projects along designated corridors and in appropriate commercial centers. Alternative 5 would also implement and be consistent with relevant SCAG policies, as is the case with the proposed Mixed Use Project. Coastal Act policies are not applicable as Alternative 5 is located outside the Coastal Zone.

(2) Visual Resources

(a) Views

Under Alternative 5 the proposed Mixed Use Project would be located at Beach Avenue between Del Rey Avenue and Glencoe Avenue. As no view resources are present in proximity of the Alternative Site, no obstruction of valued views is anticipated. View impacts of Alternative 5 would be similar to the proposed Mixed Use Project and would be less than significant.

(b) Visual Qualities

Alternative 5 and the proposed Mixed Use Project would have similar aesthetic components, including the use of articulations, pedestrian walkways, interior and exterior landscaping and high-quality architectural design and treatment. The visual quality of structures in the area is largely a function of building mass conveyed by the architectural treatment and orientation of the structures in relation to the street frontages. While the architectural treatment and the orientation of structures would be the same as under the proposed Mixed Use Project, building heights at the Alternative Site would be higher due to the smaller site area of the Alternative Site compared to that of the site of the proposed Mixed Use Project. However, neither scenario would convey a solid wall of structures or mass and scale that would be out of character with the surrounding environment. While visual impacts would be greater at the Alternative Site, due to greater building heights, visual quality impacts at the Alternative Site, as is the case with the proposed Mixed Use Project, would be less than significant.

(3) Traffic, Circulation, and Parking

(a) Traffic and Circulation

Alternative 5, with the same land uses as the proposed Mixed Use Project, would generate 124 net trips in the morning peak hour and 129 net trips in the afternoon peak hour. It is forecasted that under this Alternative, prior to the implementation of any mitigation measures, the intersections of Glencoe Avenue and Washington Boulevard, Lincoln Boulevard and Maxella Avenue, and Lincoln Boulevard and Washington Boulevard would experience significant impacts in the afternoon peak hour. As the proposed Mixed Use Project would result in only one significant impact after mitigation, Alternative 5 would have greater traffic impacts, as the number of significantly impacted intersections after mitigation is anticipated to be greater under Alternative 5.

(b) Parking

Alternative 5 would include a total of 691 parking spaces. As this is the same as the proposed Mixed Use Project, Alternative 5 would provide sufficient parking to meet LAMC requirements, as well as the parking demand attributable to this Alternative. Therefore, Alternative 5 and proposed Mixed Use Project parking impacts would be similar and less than significant.

(4) Air Quality

As Alternative 5 would develop the same amount of floor area and mix of uses as the Mixed Use Project, peak construction activities, both in the number of construction workers and heavy-duty construction equipment, would be similar as the Mixed Use Project. Emissions associated with the construction activities would be similar to those associated with the proposed Mixed Use Project, as the intensity of activities would not be increased and the construction duration would be similar. Therefore, regional daily construction emissions under Alternative 5 would be similar to the Mixed Use Project and would result in a temporary significant ROC and NO_X emissions impact during short-term construction activities. As peak construction activities would be the same, local construction air quality impacts under Alternative 5 and the proposed Project would be the same and less than significant.

As Alternative 5 would develop the same uses and would generate the same amount of average daily trips as the Mixed Use Project, Alternative 5 would generate similar long-term operational mobile and stationary source regional emissions as the Mixed Use Project. In addition, mobile CO emissions would be similar as the Mixed Use Project. Therefore, this

Alternative, as is the case with the proposed Mixed Use Project, would result in less than significant impacts related to operational air quality.

As the land uses under Alternative 5 are the same as those of the proposed Mixed Use Project, Alternative 5 would be consistent with the AQMP and the City's General Plan Air Quality Element. As such, Alternative 5 would result in less than significant impacts relative to air quality policies, as is the case with the proposed Project.

(5) Noise

Peak construction periods for Alternative 5 would require similar amounts of daily construction activities as the proposed Mixed Use Project, both in terms of the number of construction workers and heavy-duty construction equipment. Therefore, the maximum noise level occurring under this alternative would be similar to that of the Project. As with the Mixed Use Project, this Alternative would be located near sensitive noise receivers (e.g., residential uses located north across Beach Avenue). As such, this Alternative would result in short-term construction-related noise levels that are above the ambient levels and would result in a temporary significant impact, as is the case with the proposed Mixed Use Project.

Alternative 5 would result in similar long-term operational noise levels as those of the proposed Mixed Use Project, due to vehicle traffic and on-site activities, such as loading/unloading activities at loading docks, trash compactors, courtyard/swimming pool areas, outdoor balconies, and rooftop mechanical equipment. As the impacts of the proposed Mixed Use Project would be less than significant, impacts of Alternative 5 would be similar and less than significant.

(6) Summary of Impacts and Relationship of Alternative 5 to the Project Objectives

As Alternative 5 proposes the same amount and types of development as the proposed Mixed Use Project, most of the impacts of Alternative 5 are the same or similar to the proposed Mixed Use Project. The exceptions are notable, particularly more significantly impacted intersections under Alternative 5 than the proposed Mixed Use Project. Furthermore, Alternative 5 would generate greater, but less than significant, visual qualities impacts due to the greater building heights that occur under Alternative 5.

Alternative 5 would meet the proposed Mixed Use Project's objectives, except for the basic objective, which is to develop the proposed Project site in a manner that would replace

aging and inefficient commercial uses and surface parking facilities with economically viable uses.

G. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

State CEQA Guidelines require the identification of an environmentally superior alternative to the proposed Project and, if the environmentally superior alternative is the "No Project Alternative," the identification of an environmentally superior alternative from among the remaining alternatives.[5] An environmentally superior alternative is an alternative to the proposed project that would reduce and/or eliminate the significant, unavoidable environmental impacts associated with a project without creating other significant impacts and without substantially reducing and/or eliminating the environmental benefits attributable to the proposed project.

Selection of an environmentally superior alternative is based on an evaluation of the extent to which the alternatives reduce or eliminate the significant impacts associated with the proposed Project, and on a comparison of the remaining environmental impacts of each alternative. The relative environmental impacts of each alternative are comparatively summarized in Table 28 on page 225. This table indicates whether each alternative's environmental impacts would be "similar," "greater" or "less" than those of the proposed Project, as determined in the prior evaluations of each alternative.

It can be difficult to make a determination of relative significance because some categories are relatively more or less important, and cannot be simply summed. In some cases, these categories do not create a picture of the nuances of the alternatives. For instance, under the No Project Alternative, the traffic, air quality, and noise impacts are considered less than significant since no development would occur on the proposed Project Site.

The environmentally superior alternative is determined through a review of the conclusions presented in the Comparison of Impacts table and reviewing the number of impact areas in which an alternative is determined to have "less" relative impact in relation to the proposed Project. As shown in Table 28, the No Project Alternative (Alternative 1) would be the environmentally superior alternative, as this alternative would have less impact relative to environmental effects. However, CEQA requires that when the No Project Alternative is the environmentally superior alternative, another alternative needs to be selected as environmentally

[5] *CEQA Guidelines, Section 15126.6(e)(2).*

Table 28

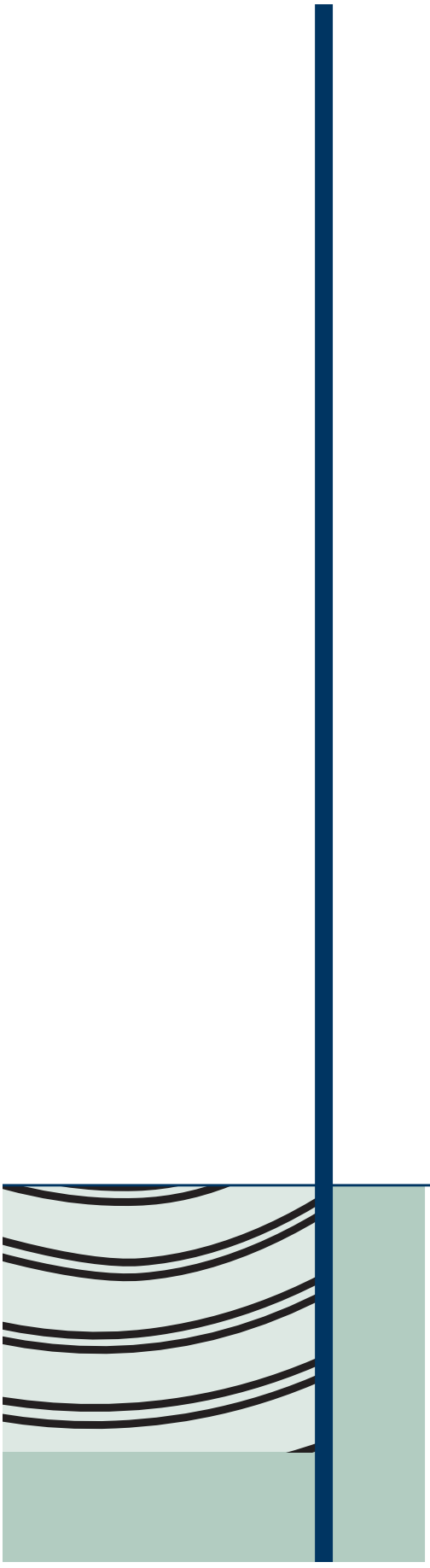
COMPARISON OF IMPACTS -
PROPOSED PROJECT AND PROJECT ALTERNATIVES

		Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
	Proposed Project	**No Project**	**Reduced Project "A"**	**Reduced Project "B"**	**Alternate Design**	**Alternative Location**
Land Use	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Less (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
Visual Resources						
Views	Less than Significant	Less (No Impact)	Less (Less than Significant)	Less (Less than Significant)	Greater (Less than Significant)	Similar (Less than Significant)
Visual Quality	Less than Significant	Less (No Impact)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Greater (Significant & Unavoidable)
Traffic & Circulation	Significant & Unavoidable	Less (No Impact)	Less (Less than Significant)	Less (Less than Significant)	Similar (Significant & Unavoidable)	Greater (Significant & Unavoidable)
Parking	Less than Significant	Similar (No Impact)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)	Similar (Less than Significant)
Air Quality	Significant & Unavoidable	Less (No Impact)	Less (Significant & Unavoidable)	Less (Significant & Unavoidable)	Similar (Significant & Unavoidable)	Similar (Less than Significant)
Noise	Significant & Unavoidable	Less (No Impact)	Similar Significant & Unavoidable)	Similar (Significant & Unavoidable)	Similar (Significant & Unavoidable)	Similar (Less than Significant)

superior. In accordance with this procedure, Alternative 3 (Reduced Project Alternative "B") would be the environmentally superior alternative. This Alternative was selected because nearly all Project impacts would be reduced under this Alternative, and more market and affordable housing units would be developed under Alternative 3 than under Alternative 2. Alternatives 4, and 5 would not qualify as the Environmentally Superior Alternative, as these alternatives result in greater impacts than the proposed Project for at least one environmental issue.

Under Alternative 3, the reduction in the proposed Mixed Use Project's floor area would result in a 2.00 FAR. Compared with the allowed 1.5 FAR, Alternative 3's FAR would result in more development than allowed under the existing Height District 1 designation and would require a height district change to Height District 2, as is the case with the proposed Mixed Use Project. Height District 2 would permit an FAR of 6 to 1. Alternative 3 and the proposed Mixed Use Project would both require the approval of discretionary actions that would amend the Project site's Community Plan and zoning designations from Industrial – Limited Manufacturing and M1-1 to General Commercial and RAS4, respectively. Alternative 3 would also include the same Community Plan amendments and zone changes for the Add Areas as is proposed under the proposed Project.

Although Alternative 3 is concluded to be the Environmentally Superior Alternative, it would not develop as much market and affordable housing as the proposed Mixed Use Project.



VI. Growth-Inducing Impacts

VI. GROWTH-INDUCING IMPACTS

1. INTRODUCTION

As required by CEQA Guidelines Sections 15126(d) and 15126.2(d), an EIR must discuss the ways in which a project could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Growth can be induced or fostered in several general ways listed as follows:

- Direct growth associated with a project;
- Creation of demand not satisfied within a project;
- Creation of surplus infrastructure capacity not utilized by a project; and
- Creation of capacity by an agency not required by a project.

A project could also foster growth by removing obstacles to population growth. A type of project that is often cited as an example is the expansion of a major wastewater treatment plant that would allow more development in a service area. In addition, some projects may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. Each of these general categories is evaluated relative to the proposed Project under separate subtitles below.

2. DIRECT GROWTH ASSOCIATED WITH THE PROJECT

The proposed land uses, related facilities and the respective populations that directly utilize them represent an increment of direct on-site growth. Such growth would add approximately 310 condominium units and 9,000 sq.ft. of commercial floor area on the site of the Mixed Use Project while, at the same time, remove all existing on-site development (i.e., 30,000 sq.ft. of retail and restaurant uses). This increment of direct growth has been the subject of each of the analyses of Project impacts upon the various environmental categories presented in Section IV, Environmental Impact Analysis, of this EIR. The impacts of Project implementation would include effects on or from land use, visual resources, traffic and parking, air quality, and noise. These effects are not considered growth-inducing because they would not provide an impetus for growth beyond the proposed Project itself.

Per SCAG's 2004 Regional Transportation Plan forecasts, the proposed Mixed Use Project's residential and employment growth are within the respective growth forecasts for the SCAG region and subregion within which the proposed Project is located. In addition, adopted zoning and Community Plan designations provide for a larger overall increment of growth on the Project Site than would the proposed Project, though the ratios of employment and residential land uses are different. What results is that the increment of direct growth attributable to the proposed Project was anticipated by regional growth forecasts and local land use plans, and would be expected to occur whether or not the proposed Project is implemented. Therefore, the direct growth attributable to this Project could not be classified as induced growth beyond expected levels on the subject property or in the subregion.

The proposed Community Plan amendments and Zone Changes would change the land use designations within the Add Areas from Industrial – Limited Manufacturing and M1-1 to General Commercial and C4 (Commercial). These actions have been initiated by the City to promote a consistent pattern of land use designations for the Project site and surrounding area. While changes to the land use designations within the Add Areas are proposed, no physical development within these areas is proposed or anticipated at this time. The most noteworthy of changes resulting from the proposed Community Plan amendments and zone changes is that high density residential development would be permitted within the Add Areas, whereas residential uses are not permitted under the existing Community Plan and zoning designations. While the potential for the development of residential uses or the recycling of commercial development within these sites exists, the reuse of the gas station site is unlikely given the limited size of the site as well as difficulty with site access as this site is located at the southeast corner of Lincoln Boulevard and Maxella Avenue. Land use changes to the Add Area within which the Marriott Hotel is located is also unlikely given the owner's current investment in the site and that the hotel has been a longstanding use at the Project Site. As such, the evaluation of potential growth inducing impacts for the Add Areas is concluded to be speculative pursuant to CEQA Guidelines Section 15145.

3. CREATION OF DEMAND NOT SATISFIED WITHIN THE PROJECT

The Mixed Use Project's resident and employee populations would result in the demand for goods, services, or facilities that are not directly provided or satisfied by the proposed Project. This demand could indirectly induce growth. Proposed on-site uses would be occupied daily and/or utilized by approximately 663 residents and 27 new employees. Collectively, these populations would be expected to generate demand for publicly provided services, including police and fire protection, and library, school, and recreation facilities, the off-site expansion of which, to accommodate Project service demand, would be considered indirectly growth-inducing. However, the Project is not of a sufficient size to require the expansion of any public

service. Therefore, the Project's demand for publicly provided services should not be growth-inducing.

The Mixed Use Project would also generate new demand for secondary services, such as regional or specialty retail, restaurant or food delivery, and recreation and entertainment, as well as services and suppliers to support the proposed on-site commercial uses. Some demand should be expected to spill over off-site, which, in combination with any existing unmet demand, may induce new sources of supply if collective demand would warrant. However, the Mixed Use Project's contribution to this type of growth-inducement is expected to be limited.

In addition, parts of the on-site resident and employee populations should be expected to seek employment and housing, respectively, in communities surrounding the Project Site, just as existing off-site residents and employees are anticipated to seek employment or housing within the proposed Project. As previously noted, the Mixed Use Project's forecasted resident and employment populations are within subregional and community forecasts and, therefore, are not expected to be directly growth-inducing. The proposed Mixed Use Project is an infill development within an existing highly urbanized area. As a result, substantial amounts of unanticipated off-site regional growth would not be required to absorb that portion of the Mixed Use Project's demand for employment or housing that is not met by the proposed uses.

On-site improvements to the existing water and waste water distribution system would be constructed to serve the proposed development and would be sized according to projected demands, including maximum day demands. Project infrastructure improvements are required to meet the proposed flow and distribution needs of the proposed Mixed Use Project. Therefore, these improvements are not considered growth-inducing. In addition, although electricity distribution infrastructure would be upgraded to meet the demands of the proposed Mixed Use Project in the LADWP service area, these improvements would only serve the proposed Mixed Use Project uses and would, therefore, not induce growth off-site.

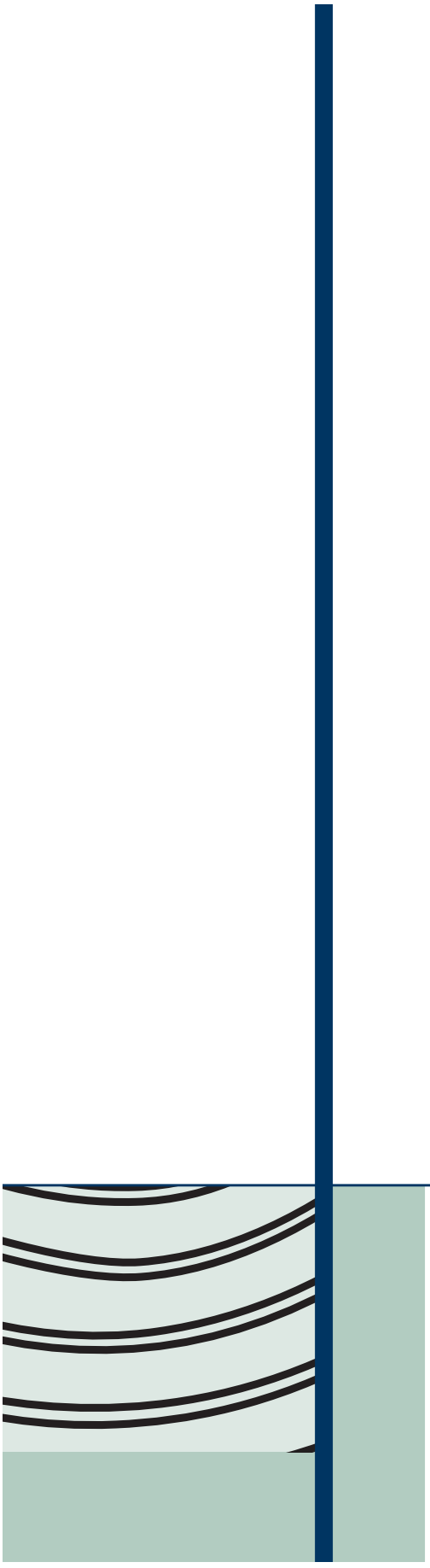
4. CREATION OF SURPLUS INFRASTRUCTURE CAPACITY NOT UTILIZED BY THE PROJECT

Should the proposed Mixed Use Project create more infrastructure capacity than is needed to serve the Project, then the unused increment might be available to accommodate growth off-site. Such infrastructure capacity, beyond that discussed in the previous section, would be provided in the form of transportation facilities. In order to accommodate proposed traffic-generated by the Mixed Use Project on the local street system, transportation system improvements would be necessary to increase capacity at one intersection. Such improvements could be growth-inducing if they contribute to a substantial reduction in traffic congestion and

improved vehicular access in the greater locale. The proposed Mixed Use Project's mitigation measures have been designed to mitigate Project impacts to a level beyond that required to meet the needs of the Project's additional traffic, thus enhancing traffic capacity at some locations. However, the increased capacity is not likely to result in notable, substantial reductions in traffic flows to a level that would induce new population into the area.

5. CREATION OF CAPACITY BY AN AGENCY NOT REQUIRED BY THE PROJECT

In considering the infrastructure needs of the proposed Project, public agencies could increase infrastructural capacity under their jurisdictions beyond that required by the proposed Project for other purposes in order to achieve economies of scale. These new facilities, which would be sized larger than the requirements of the proposed Project, are expected to provide more efficient service to existing users and would not be considered growth-inducing.



VII. Significant Irreversible Impacts

VII. SIGNIFICANT IRREVERSIBLE IMPACTS

1. INTRODUCTION

The CEQA Guidelines require that an EIR for a project that involves the adoption, amendment, or enactment of a plan, policy or ordinance to address any significant irreversible environmental changes that would be involved in a project should it be implemented (CEQA Guidelines, Sections 15126(c), 15126.2(c) and 15127(a)). CEQA Guidelines Section 15126.2(c) indicates further that "[u]ses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter likely. As the proposed Project requires discretionary actions by the City to amend the Project Site's Community Plan and Zoning designations, the inclusion of this analysis is required.

Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified." The following discussion provides a summary of the impacts associated with the various environmental topics discussed in Section IV of this EIR and, where significant impacts would occur, indicates whether such impacts are reversible or irreversible.

2. ANALYSIS

Land Use – The proposed Project includes the amendment of the Project Site's Community Plan and zoning designations. The new designations are consistent with plan policies, current site uses, and changes that have occurred in the Project area. The proposed Project would be in keeping with the proposed plan and zoning amendments. The proposed Project would also be compatible with existing land use plans, policies, and regulations intended to prevent an impact to the environment.

The proposed Mixed Use Project would cause the conversion of a portion of a larger commercial area from only commercial uses to a mixed-use development consisting of residential and commercial development. The Project would be constructed within the framework of existing roadways and would be compatible with, and would not adversely affect, the operation of nearby sites. Therefore, the interface of the Project's physical and operational

characteristics would not substantially conflict with the surrounding land uses. Further, the Project would not result in the division, disruption, or isolation of an existing established community or neighborhood. Activities occurring within the two Add Areas are limited to a City initiated Community Plan Amendment and Zone Change. No physical changes are proposed for either of the two Add Areas. Potential land use compatibility impacts regarding the surrounding uses would be less than significant. As impacts on land use are not significant, a long-term irreversible significant impact on land use compatibility would not occur.

Visual Resources – With incorporation of the identified Project design features, the impact of the proposed Project on visual resources would be less than significant. Although the Mixed Use Project represents a substantial change as perceived from adjacent roadways relative to existing conditions, the existing structures and surface parking lots that will be removed feature minimal landscaping and offer limited aesthetic value to the area. The resulting appearance of the site of the Mixed Use Project with the implementation of the Project design features and mitigation measures would not only reduce the Project's potential aesthetic impacts, but also improve the aesthetic image of the site of the Mixed Use Project. Furthermore, the Project would not substantially obstruct a view of a valued view resource in the Project area. As the proposed actions relative to the two Add Areas do not involve changes to the physical environment, no impacts on visual resources would be generated by this component of the proposed Project. As impacts related to visual resources are less than significant, significant irreversible impacts would not occur.

Traffic, Circulation and Parking – With the implementation of the one feasible mitigation measure, the Mixed Use Project's significant impacts at the intersection of Glencoe Avenue and Washington Boulevard would be reduced to levels that are less than significant. However, due to the uncertainty regarding the implementation of the identified mitigation measure at the Lincoln Boulevard and Maxella Avenue intersection, it is conservatively concluded that development of the proposed Mixed Use Project would result in a significant impact at this intersection during the P.M. peak hour.

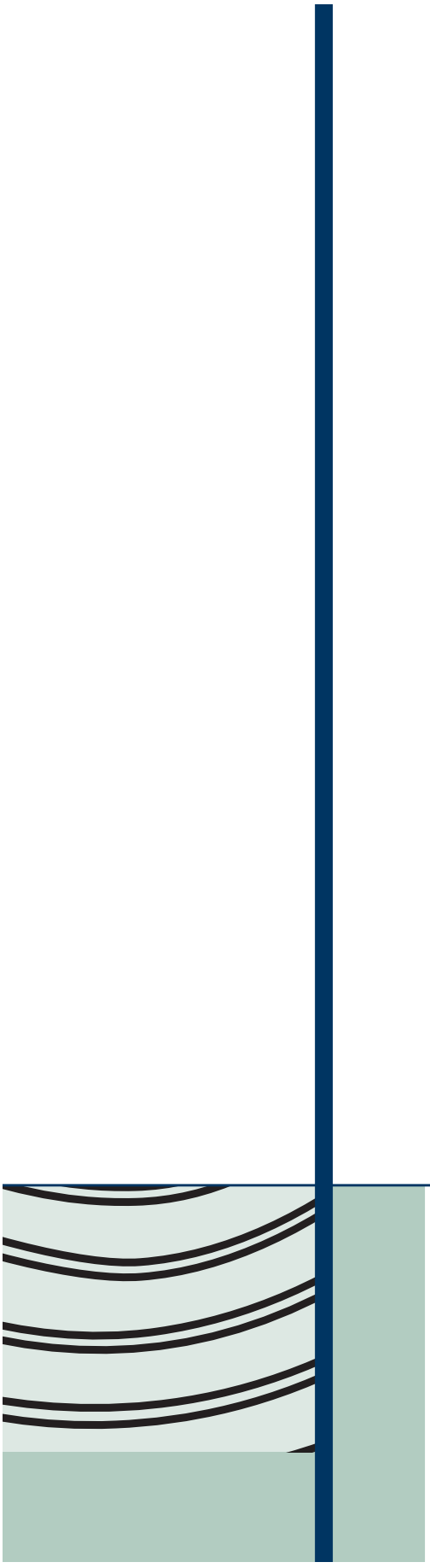
Implementation of the identified mitigation measure proposed for the intersection of Glencoe Avenue and Washington Boulevard would result in the loss of six on-street metered parking spaces on the east leg of Washington Boulevard on the south side of the curb. However, the metered parking spaces proposed to be removed are minimally utilized throughout the day, as the surface parking lot adjacent to these spaces adequately serves the retail shops. Thus, the impact of the removal of the six on-street metered parking spaces would be less than significant. As the proposed actions relative to the two Add Areas do not involve changes to the physical environment, no impacts on traffic, circulation and parking would be generated by this component of the proposed Project. Therefore, significant irreversible impacts would not occur.

Air Quality – Implementation of the identified mitigation measures would serve to reduce ROC emissions during construction to a level that is less than significant. However, Project construction would still result in regional NO_X emissions that exceed the SCAQMD regional daily significance threshold. Therefore, construction of the proposed Mixed Use Project would result in a significant and unavoidable impact on regional air quality. The Project's significant contribution to regional emissions during construction would be short-term, and would cease with completion of the construction of the proposed Mixed Use Project. As the proposed actions relative to the two Add Areas do not involve changes to the physical environment, no impacts on construction air quality would be generated by this component of the proposed Project. Therefore, significant irreversible impacts would not occur.

The forecast of localized construction emissions would not exceed the SCAQMD daily significance thresholds for NO_2, PM_{10}, or CO. As such, potential impacts to localized air quality during construction would be less than significant. In addition, potential impacts related to TAC emissions during construction are also concluded to be less than significant. As the proposed actions relative to the two Add Areas do not involve changes to the physical environment, the aforementioned types of construction air quality impacts would not be generated by this component of the proposed Project. Therefore, significant irreversible impacts would not occur.

Operational emissions would not exceed the SCAQMD significance threshold for ROC, NO_X, CO, PM_{10}, or SO_X, and as such, potential impacts to regional air quality would be less than significant. In addition, development of the proposed Mixed Use Project would result in less than significant local CO concentrations impacts, releases of TAC emissions, and consistency with the SCAQMD's AQMP and the City's General Plan. As the proposed actions relative to the two Add Areas do not involve changes to the physical environment, the aforementioned types of operational air quality impacts would not be generated by this component of the proposed Project. Therefore, operational air quality impacts of the proposed Project would be less than significant, and significant irreversible impacts would not occur.

Noise – Implementation of the identified mitigation measures would serve to reduce the Mixed Use Project's construction noise levels. However, assuming a minimum noise reduction of 6 dBA, the worst-case construction-period L_{eq} would be reduced to approximately 80 dBA at areas along the adjoining property line with the Marriott Hotel property, which is still 21.9 dBA above the baseline ambient noise level. Average L_{eq} noise levels during construction within the Marriott Hotel property would continue to exceed the ambient noise level by more than the 5-dBA significance criterion. As such, this impact is concluded to be significant and unavoidable. However, impacts associated with noise during construction would be short-term, and would cease with completion of the proposed Mixed Use Project. Project operations would not result in any significant noise impacts. As the proposed actions relative to the two Add Areas do not involve changes to the physical environment, no impacts on noise would be generated by this component of the proposed Project. Therefore, no significant irreversible impacts would occur.



VIII. Organizations and Persons Contacted

VIII. ORGANIZATIONS AND PERSONS CONTACTED

1. DOCUMENT PREPARATION

A. Lead Agency

City of Los Angeles
Department of City Planning
Environmental Review Section
200 N. Spring Street, Room 761
Los Angeles, CA 90012
(213) 978-1355

Contact: Nicholas Hendricks, Environmental Review Coordinator

B. EIR Preparation

PCR Services Corporation
233 Wilshire Boulevard
Santa Monica, CA 90401

- Bruce Lackow, Principal
- Gary Schalman, Senior Planner
- Kevin Ferrier, Associate Planner

Air Quality Team

- Mark Hagmann, Principal Engineer
- Sam Silverman, Associate Engineer
- Keith Cooper, Air Quality Scientist
- Everest Yang, Assistant Engineer

Graphics

- Greg Spalek, Media and Systems Manager
- Sherrie Cruz, Graphics Associate

Word Processing

- Terry Keelan, Publications Supervisor
- Michelle Holmes, Publications Specialist
- John Osako, Publications Specialist
- Bob Langson, Production

C. Consultants

Kaku Associates
1453 Third Street, Suite 400
Santa Monica, CA 90401
(Traffic Consultant)

- Paul Taylor, Vice President
- Patrick Gibson, Principal Engineer
- Jasper Domingo, Associate

D. Project Applicant

The Olson Company
3020 Old Ranch Parkway, Suite 400
Seal Beach, CA 90740

- Ben Besley, Director of Development

Appendix A
Initial Study, Notice of Preparation (NOP), NOP Written Comment Letters and Public Scoping Meeting Comments

Initial Study

Villa Marina Project

July 2004

PCR

Initial Study

Villa Marina Project

Proposed By:

The Olson Company
3020 Old Ranch Parkway, Suite 400
Seal Beach, California 90740

Prepared By:

PCR Services Corporation
233 Wilshire Boulevard, Suite 130
Santa Monica, California 90401
Tel: 310.451.4488
Fax: 310.451.5279

July 2004

PCR

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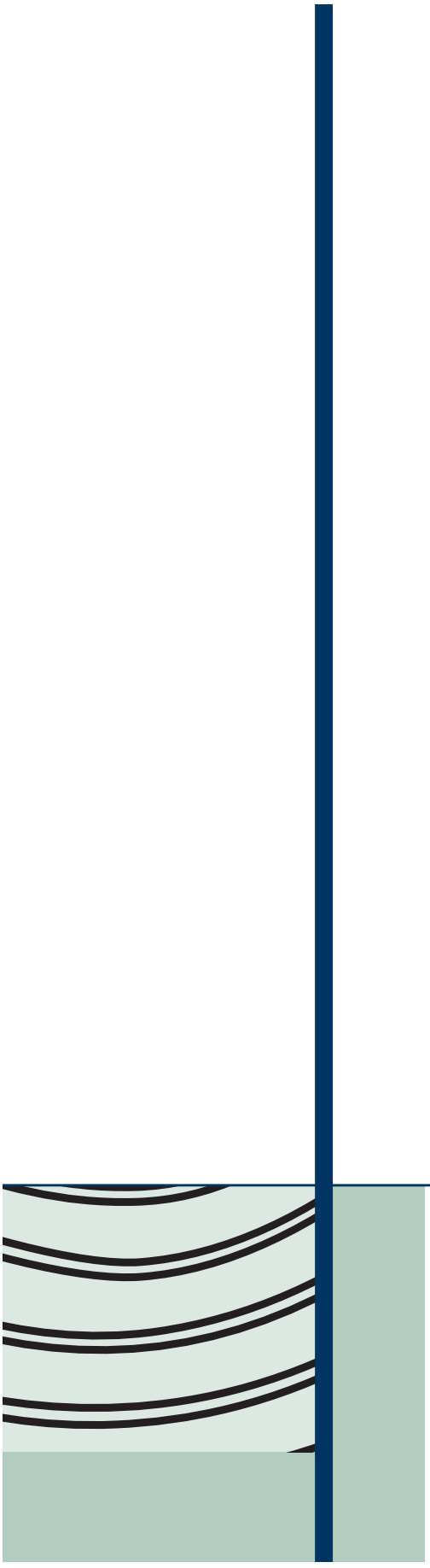


City of Los Angeles Initial Study Checklist

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 615, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY AND CHECKLIST

(Article IV – City CEQA Guidelines)

LEAD CITY AGENCY	**COUNCIL DISTRICT**	**DATE**
City of Los Angeles – Department of City Planning 200 North Spring Street Los Angeles, CA 90012	CD 11	July 2004

RESPONSIBLE AGENCIES

PROJECT TITLE/NO.	**CASE NO.**
The Olson Company – Marina del Rey	

PREVIOUS ACTIONS CASE NO.	☒**DOES have significant changes from previous actions.** ☐**DOES NOT have significant changes from previous actions.**

PROJECT DESCRIPTION:

The proposed Project is a mixed-use development consisting of 310 residential condominium units and 9,000 square feet of retail uses. The Project requires the demolition of five existing on-site buildings totaling approximately 30,000 square feet of floor area, which provide commercial and restaurant uses. Proposed in a ground floor setting, the commercial area would be divided into two retail spaces consisting of 5,000 and 4,000 square feet, respectively. Included in the project, would be a mix of one-level subterranean, second-level podium, and surface level parking for up to 691 vehicles. Of this total, 620 parking spaces would be available to Project residents, 31 spaces for guests, with the remaining 40 spaces supporting the Project's proposed retail uses. Residential and business patron access to the Project is proposed from Maxella Avenue. Necessary entitlements include a change in the Community Plan land use designation from Limited Manufacturing to General Commercial, a Zone Change from M1 to RAS4, a Parcel Subdivision Approval, a Conditional Use Permit for the on-site sale of alcohol, a Coastal Development Permit, Site Plan Review Approval, and any other discretionary actions as may be determined necessary.

ENVIRONMENTAL SETTING:

The 4.04-acre site is located on the east side of Lincoln Boulevard between Maxella Avenue and the Marina Freeway in a predominately commercial area. Surrounding land uses include residential and commercial uses to the west, commercial uses to the north and east, and the Marina Freewayto the south

PROJECT LOCATION

The Project site is located in Palms-Mar Vista-Del Rey Community of the City of Los Angeles. Located within the Villa Marina shopping center, the site is adjacent to Maxella Avenue to the north, Lincoln Boulevard to the west, and State Route 90 (Marina Freeway) to the south.

PLANNING DISTRICT	**STATUS:**
Palms-Mar Vista-Del Rey Community Plan Area	☐**PRELIMINARY** ☐**PROPOSED** ☒**ADOPTED** **date: September 16, 1997**

EXISTING ZONING	**MAX. DENSITY ZONING**	☐**DOES CONFORM TO PLAN**
[Q]M1-1	**N/A**	
PLANNED LAND USE & ZONE	**MAX. DENSITY PLAN**	☒**DOES NOT CONFORM TO PLAN**
General Commercial & RAS4	**N/A**	
SURROUNDING LAND USES	**PROJECT DENSITY**	☐**NO DISTRICT PLAN**
East – Commercial; North – Commercial; South – Freeway and Commercial; and West –Commercial and Residential		

☞ **DETERMINATION (To be completed by Lead Agency)**

On the basis of this initial evaluation:

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

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

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

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

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

_____ _____

SIGNATURE **TITLE**

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analysis," cross referenced).

5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

1) Earlier Analysis Used. Identify and state where they are available for review.

2) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

3) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated

7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

9) The explanation of each issue should identify:

1) The significance criteria or threshold, if any, used to evaluate each question; and

2) The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

☞ **BACKGROUND**

PROPONENT NAME	**PHONE NUMBER**

PROPONENT ADDRESS

AGENCY REQUIRING CHECKLIST	**DATE SUBMITTED**

PROPOSAL NAME (If Applicable)

☞ **ENVIRONMENTAL IMPACTS** (Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	☐	☐	☐	☒
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒		☐
II. AGRICULTURAL RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict the existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒
III. AIR QUALITY. The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:				
a. Conflict with or obstruct implementation of the SCAQMD or Congestion Management Plan?	☒	☐	☐	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & PM 10) under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
IV. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service ?	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service ?	☐	☐	☐	☒
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
V. CULTURAL RESOURCES: Would the project:				
a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?	☐	☐	☐	☒
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐
VI. GEOLOGY AND SOILS. Would the project:				
a. Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving :				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment	☐	☒	☐	☐

through the routine transport, use, or disposal of hazardous materials

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

or siltation on- or off-site?

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in an manner which would result in flooding on- or off site?	☐	☐	☒	☐
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f. Otherwise substantially degrade water quality?	☐	☐	☐	☒
g. Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h. Place within a 100-year flood plain structures which would impede or redirect flood flows?	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐
IX. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
X. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource	☐	☐	☐	☒

that would be of value to the region and the residents of the state?				
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

XI. NOISE. Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

XII. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

XIII. PUBLIC SERVICES. Would the project result in

substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	☐	☐	☒	☐
b. Police protection?	☐	☐	☒	☐
c. Schools?	☐	☐	☒	☐
d. Parks?	☐	☐	☒	☐
e. Other governmental services (including roads)?	☐	☐	☒	☐

XIV. RECREATION.

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

XV. TRANSPORTATION/CIRCULATION. Would the project:

a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity on roads, or congestion at intersections)?	☒	☐	☐	☐
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g.,	☒	☐	☐	☐

farm equipment)?

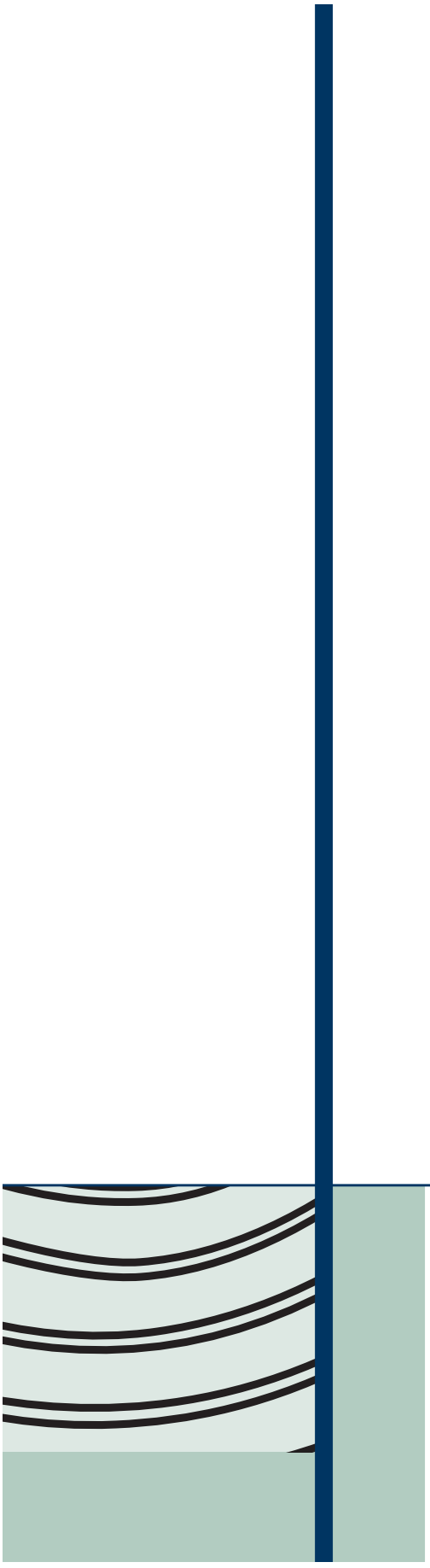
e. Result in inadequate emergency access?	☐	☐	☐	☒
f. Result in inadequate parking capacity?	☐	☐	☒	☐
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. UTILITIES. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	☐	☐	☒	☐
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒
XVII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of	☒	☐	☐	☐

the major periods of California history or prehistory?				
b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☒	☐	☐	☐
c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

☞ **DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)**

PREPARED BY	TITLE	TELEPHONE #	DATE



Attachment A:
Project Description

ATTACHMENT A
PROJECT DESCRIPTION

A. INTRODUCTION

The Applicant, The Olson Company, proposes the construction of 310 residential condominium units, 9,000 square feet of commercial space, and associated parking and amenities in a planned development project on two irregularly shaped parcels in proximity to the southeastern corner of Lincoln Boulevard and Maxella Avenue in Marina del Rey (the "Project"). Currently, the Project site consists of five individual buildings that provide commercial and restaurant uses. For development of the Project, all five structures would be demolished. Located within the boundaries of the Palm-Mar Vista-Del Rey Community Plan area, the Project site is also subject to provisions and guidelines of the Palm-Mar Vista-Del Rey Local Coastal Program and Land Use Plan, the California Coastal Commission's Coastal Zone, and the Coastal Transportation Corridor Specific Plan.

B. PROJECT LOCATION

The Project site lies approximately 11.5 miles southwest of downtown Los Angeles and 2.5 miles south of Santa Monica in the Palms-Mar Vista-Del Rey Community of West Los Angeles, as illustrated in Figure A-1 on page A-2. It is located within the California Coastal Zone, approximately 0.2 mile inland from the northeastern edge of Marina del Rey. Presently, the Project site is located on the western edge of the Villa Marina Marketplace shopping center and is bordered by Lincoln Boulevard on the west, State Route 90 (Marina Freeway) on the south, and Maxella Avenue on the north. Existing high-density, multi-family dwelling units are situated to the west across Lincoln Boulevard north and south of the western terminus of Maxella Avenue. Across Maxella Avenue to the north is a small retail shopping center and a portion of the Marina Marketplace shopping center. Additionally, multi-family housing is located approximately 950 feet east of the Project site on the east side of Glencoe Avenue. Existing development to the northwest includes a Union 76 Service Station and general commercial/hotel uses are situated to the east. An aerial photograph of the Project site and surrounding area is provided in Figure A-2 on page A-3.

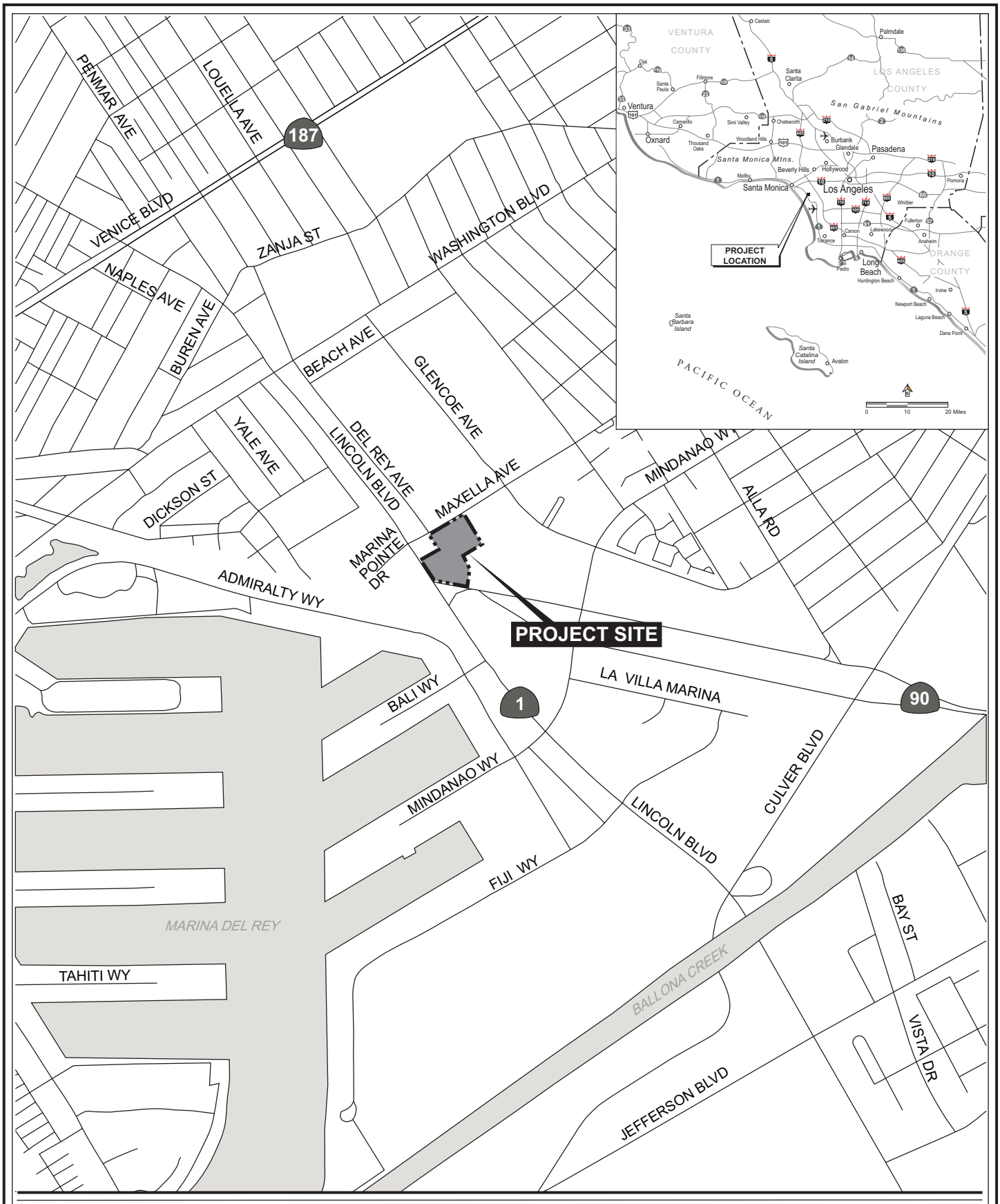


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Figure A-1
Regional Vicinity Map

Source: PCR Services Corporation, 2004

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Figure A-2
Aerial View of Project Site

Source: Landiscor, Photo Date October 2003

C EXISTING SITE CONDITIONS

The 4.04-acre site currently contains 30,000 square feet of commercial and retail uses housed in five buildings. Remaining portions of the site are paved and used for business patron and employee parking. As individual and independently developed structures, all five buildings have different architecture, varying heights, and color schemes, which has led to a somewhat discontinuous appearance. Access to the site currently occurs along a narrow access road with ingress and egress from Maxella Avenue, just east of Lincoln Boulevard.

D. DESCRIPTION OF THE PROPOSED PROJECT

Development of the proposed Project includes demolition of existing structures and pavement; grading; and construction of a planned, landscaped residential community consisting of 310 condominium units with a proposed mix of 60 one-bedroom, 190 two-bedroom, and 60 three-bedroom units. Of these, 10 percent of the total units would be set aside as affordable housing. As part of the Project, residents would be provided with several amenities including a community meeting room, a swimming pool and/or spa, and an exercise room. Additionally, the Project's commercial component would include 9,000 square feet of floor area that would be developed in two spaces consisting of 5,000 and 4,000 square feet, respectively, potentially occupied by a florist, café, and/or copying services.

The Project would have frontages on both Maxella Avenue and Lincoln Boulevard and is proposed to be approximately 40 to 70 feet in height, with varying rooflines that would articulate by as much as 30 feet. Commercial uses are proposed in a ground floor setting that would front Maxella Avenue with signage that would extend along both Maxella Avenue and Lincoln Boulevard. Parking for the residents and business patrons would be developed in a mix of one-level subterranean, second-level podium, and surface level spaces with capacity for up to 691 vehicles. Of this total, 620 parking spaces would be available to Project residents plus 31 guest spaces, and the remaining 40 spaces supporting the Project's retail uses. Provision of parking spaces would comply with Los Angeles Municipal Code and Community Plan parking requirements. Ingress and egress for residential and business patrons, as well as delivery vehicles, is proposed via Maxella Avenue, where residents would have access into "resident only" parking via garage gates with an electronic permission feature. Additionally, restricted access doors and gates shall further enhance resident security in conjunction with nighttime lighting.

The architectural character of the proposed development shall be in a contemporary style with colors and details that complement the Project's proximity to the ocean and the surrounding urban development. Lighting would be incorporated into the Project design to add decorative

highlights to the building façade. To further enhance the Project's aesthetics, landscaping would complement the new building. As part of the Project, the landscaping program would include exterior and interior landscaping. Exterior landscaping shall incorporate parkways, planters, and street trees where planting materials would be consistent with vegetation used in the surrounding community and nearby open spaces. Interior landscaping shall compliment the Project's contemporary design and provide the residents, visitors, and business patrons with aesthetically pleasing open spaces. A site plan and building elevations depicting the proposed Project are provided in Figure A-3 and Figure A-4 on pages A-6 and A-7, respectively.

For construction of the Project, a three-phase development is proposed that would include demolition of existing structures, development of the foundation, and building construction. Construction efforts would include the excavation and exportation of approximately 70,000 cubic yards of earth for development of the subterranean parking facility. Overall, the Project's construction is estimated to be completed 24 months from the beginning of demolition. As such, Project buildout is anticipated to occur in mid 2007.

E. NECESSARY APPROVALS

Development of the Project would require the following approvals:

- Community Plan Land Use designation change from Limited Manufacturing to General Commercial (City of Los Angeles Department of Planning);
- Zone Change from Limited Industrial to Residential/Accessory Service 4 (City of Los Angeles Department of Planning);
- Parcel Subdivision Approval (City of Los Angeles Department of Planning);
- Conditional Use Permit for the on-site sale of alcohol (City of Los Angeles Department of Planning);
- Coastal Development Permit (City of Los Angeles Department of Planning);
- Site Plan Review Approval (City of Los Angeles Department of Planning);
- Sign Variance (City of Los Angeles Department of Planning);
- Demolition, grading, foundation, and building permits (City of Los Angeles);
- Haul route(s) approval, as necessary (City of Los Angeles); and
- Any additional actions as may be determined necessary.

PCR

Scale not provided

Source: The Olson Company 2004.

Figure A-3
Site Plan

Lincoln Boulevard Elevation

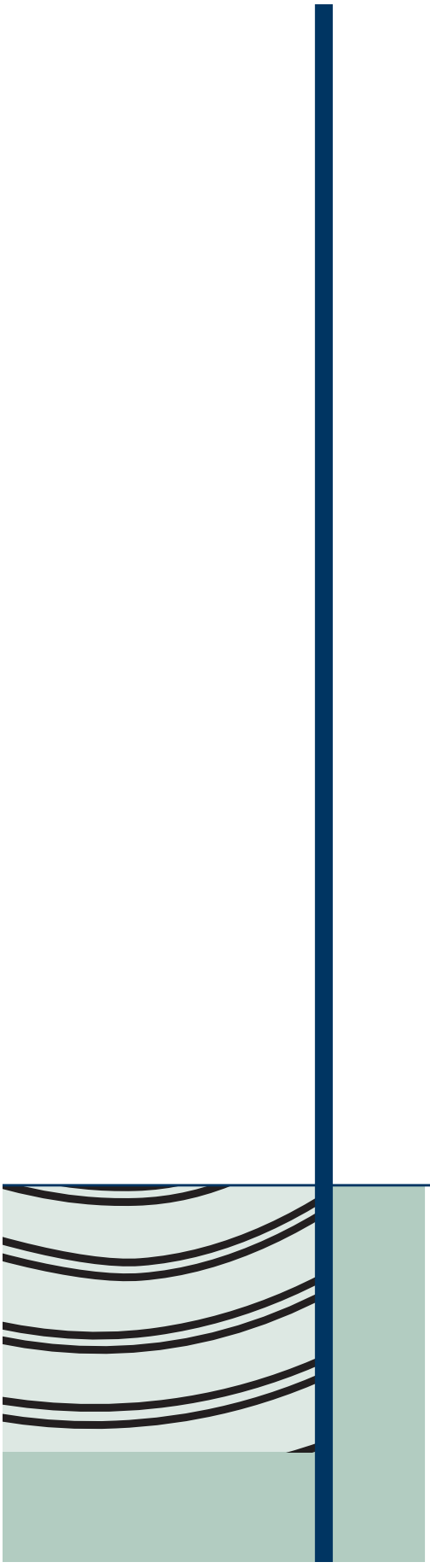
Maxella Avenue Elevation

Bisecting Driveway (Building A, Partial)

PCR

Figure A-4
Building Elevations

Source: The Olson Company 2004.



Attachment B:
Explanation of Checklist Determinations

ATTACHMENT B
EXPLANATION OF CHECKLIST DETERMINATIONS

I. AESTHETICS. *Would the project:*

a.) Have a substantial adverse effect on a scenic vista?

No Impact. The Project site is located in the northwest quadrant of the Palms-Mar Vista-Del Rey Community of the City of Los Angeles. The site is also approximately 900 feet east of Los Angeles County's Marina del Rey Small Craft Harbor and 1.5 miles east of the Pacific Ocean. Due to the Project area's predominately flat topography, lack of natural features (i.e., trees or rock outcroppings), and highly urbanized land uses, views of the Marina and the Pacific Ocean are considered to be the only scenic vista in the area.

The Project site is surrounded by a mix of land uses. The Marina Freeway is located to the south, limited manufacturing uses are to the east, light manufacturing uses are to the north and community commercial uses are to the west.[1] Development west, north, and east of the site consists primarily of one- to two-story commercial/retail buildings, with two high-rise condominiums set back from the west side of Lincoln Boulevard. The Villa Marina residential community is located approximately 0.2 mile east of the Project site on the far side of Glencoe Avenue. Presently, due to the dense urban surroundings, scenic vistas of the Pacific Ocean are not visible from the existing commercial and retail structures. Hence, redevelopment of the Project site as a residential complex with commercial uses would not block or otherwise adversely affect scenic views. Therefore, this issue does not require further analysis and no mitigation measures are required.

b.) Substantially damage scenic resources, including, but not limited to, trees, rock outcrops, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?

No Impact. The existing site is currently developed with five structures and surrounding surface lot parking. One structure is currently vacant, while each of the remaining four structures is either recently constructed commercial space or a nationally recognized chain restaurant. Some vegetation exists, but it is limited to light landscaping consisting of grass and non-native trees. Additionally, none of the surrounding roadways adjacent to the Project site are

[1] *City of Los Angeles Department of City Planning, General Plan Land Use Map, zimas.lacity.org/map, 2004.*

designated scenic highways.[2] Therefore, as the Project would not damage any scenic resources, historic buildings or aesthetic natural features within a scenic highway, no impacts would occur. Therefore, this issue does not require further analysis and no mitigation measures are required.

c.) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. The proposed Project would replace five, one- and two-story individual commercial structures with a three- to six-story primarily residential structure. As a mixed-use Project, the development would be approximately 40 to 70 feet in height with the residential units fronting Maxella Avenue situated over the Project's commercial component. The site would have interior and exterior landscaping that would consist of street trees, planters, and other vegetation similar to that which is found in the surrounding community and open spaces. Replacement of the existing uses with the proposed Project would enhance the visual character of the site and its surroundings. Nevertheless, it is recommended that this issue be analyzed further in an Environmental Impact Report (EIR) with mitigation incorporated, as necessary.

d.) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less than Significant With Mitigation Incorporated. The Project proposes to have non-obtrusive building accent lighting and typical commercial use level lighting and signage. Parking would be provided in a mix of one-level subterranean, second-level podium, and surface level spaces, where security lighting would be incorporated. These light features could introduce a new source of light or glare. The Project is located along two major roadways, Lincoln Boulevard and the Marina Freeway, and is located in the midst of a commercial area with a large number of substantial sources of artificial light at both the ground level and at higher building elevations (e.g., Marina Marketplace Shopping Center). Introduction of the Project would have little effect on the existing urbanized area and the nighttime illumination currently in place. Hence, the Project would not introduce a new source of substantial light to the Project area. No further analysis relative to the issue of artificial light is necessary and no mitigation measures are required.

The potential for glare generally occurs when light reflects off building surfaces. Glare potential is greatest on the east, west and south-facing building surfaces, which are susceptible to reflected sunlight. Sensitive receptors for glare impact would include drivers along the Marina

[2] *City of Los Angeles Department of City Planning – Citywide Transportation Section, Scenic Highways Map, June 1998.*

Freeway and Lincoln Boulevard. Drivers along Maxella Avenue would not experience glare from natural reflected light, since natural glare would not occur toward the north. Land uses to the east consist of commercial uses and surface parking areas that are not considered sensitive to glare impacts. Residential uses to the west are located sufficiently distant to the Project site so as to preclude potential glare impacts from the Project.

The Project's multi-story structures would create more visible surface area for the generation of glare than the existing commercial buildings, however, the proposed Project building surfaces would be constructed of materials that would not have the potential to create potential glare impacts. Furthermore, the potential for glare impacts would also be reduced since large reflective surfaces are not proposed for the Project and the architectural articulation incorporated into the Project's design would further break up the surface planes from which glare can emanate. Any glare emanating from the Project's parking facility would be shielded by the Project's structure and/or landscaping program. Because of this buffering, the implementation of non-reflective building materials, and the articulation of building surfaces, glare impacts on adjacent residential uses would be minimal. However, since there are no binding requirements on the Proposed Project to preclude potential impacts from glare, impacts are considered potentially significant, and mitigation measures are recommended below to preclude the generation of such impacts.

Mitigation Measures

- The Applicant shall use exterior building materials and façades which eliminate or minimize highly reflective materials. Prior to the issuance of a building permit, building materials shall be reviewed to assure that they do not exceed the reflectivity of standard building materials. If the Applicant should desire to use more reflective materials in locations isolated from major thoroughfares, adequate analysis must be presented to the Department of Building and Safety to determine that the building, due to location or some other factor, would not cause glare impacts on motorists or any nearby population.

- Direct glare from automobile headlights in the surface parking lot shall be shielded by structures, walls, landscaping and/or other similar measures.

Impact After Mitigation

With implementation of the above mitigation measures, potential glare impacts would be reduced to less than significant levels.

II. AGRICULTURAL RESOURCES. *Would the project:*

a.) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown the maps prepared pursuant to the Farmland Mapping Monitoring Program of the California Resources Agency, to non-agricultural uses?

b.) Conflict with existing zoning for agricultural use, or Williamson Act contract?

c.) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

No Impact (a, b, & c). According to the Farmland Mapping and Monitoring Program, the Project site is not mapped as prime or unique farmland.[3] Additionally, the site is zoned [Q]M1-1 – Limited Manufacturing by the City of Los Angeles, hence, agricultural uses are not permitted under this zoning designation. Consequently, there are no agricultural uses in the Project vicinity; therefore, the Project would not convert prime farmland, unique farmland or farmland of statewide importance; nor conflict with agricultural zoning or the Williamson Act. This issue does not require further analysis and no mitigation measures are necessary.

III. AIR QUALITY. *Would the project:*

a.) Conflict with or obstruct implementation of the South Coast Air Quality Management District (SCAQMD) Plan or Congestion Management Plan?

Potentially Significant Impact. The South Coast Air Quality Management District's (SCAQMD's) Air Quality Management Plan (AQMP) sets forth policies and programs that would achieve attainment of all air pollutant standards at the earliest possible date. The air emissions that would be generated by the proposed Project may contribute to a delay in the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. This issue will be analyzed further in an EIR, and mitigation measures developed, as necessary. Refer to Section of this Initial Study with regard to the Project's relationship with the County Congestion Management Plan.

[3] *California Department of Conservation, Division of Land Resource Division, 2002.*

b.) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. The Project site is located within the South Coast Air Basin, which is characterized by relatively poor air quality. State and Federal air quality standards are often exceeded in many parts of the Basin, with Los Angeles County among the highest of the counties that compose the Basin in terms of non-attainment of the standards. As the Project could result in increased air emissions associated with construction and operation, this issue will be analyzed further in an EIR with feasible mitigation measures incorporated, as necessary.

c.) Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is in non-attainment (ozone, carbon monoxide, and PM_{10}) under an applicable federal or state ambient air quality standard?

Potentially Significant Impact. Since the Project could result in increases in air emissions from construction and operations (e.g., vehicle trips and stationary sources) in a Basin that is currently in non-attainment of Federal and State air quality standards for ozone and PM_{10}, this issue will be analyzed further in an EIR with feasible mitigation measures incorporated, as necessary.

d.) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Sensitive receptors in the Project vicinity consist primarily of multi-family residences located on the west side of Lincoln Boulevard, across from the Project site and the Villa Marina community located east of Glencoe Avenue. There is potential that construction and/or operation of the Project could increase pollutant concentrations within these areas. Therefore, this issue will be analyzed further in an EIR with feasible mitigation measures incorporated, as necessary.

e.) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. Objectionable odors are typically associated with industrial Projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes. Objectionable odors are also associated with such uses as sewage treatment facilities and landfills. Activities and materials associated with construction of the Project would be typical of construction Projects of similar type and size. Limited odors could be generated by on-site waste and storage, as well as the use of certain cleaning agents and landscaping activities. Some odors that may be generated during construction or operation of the Project would be localized and temporary in nature, and would not be sufficient to affect a substantial number of people or result in a nuisance as defined by

SCAQMD Rule 402. During the operational phase of the Project, the proposed commercial uses may produce odors associated with food preparation should café or restaurant uses occupy the ground floor space, however it is not anticipated that these odors would be notable, in a negative sense, so as to be considered objectionable. Thus, impacts associated with the creation of objectionable odors would be less than significant. Further analysis of this issue is not required and no mitigation measures would be required.

IV. BIOLOGICAL RESOURCES. *Would the project:*

a.) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. According to a search of the California Department of Fish and Game's (CDFG) Natural Diversity Database (CNDDB), there are four species of plants designated as endangered and/or threatened status within a 0.5-mile radius of the Project site. However, as the site and its surrounding areas are completely urbanized and there is no native vegetation on-site, the potential for endangered or threatened species to be present in the Project area is remote. Additionally, the site's existing vegetation is limited to non-native species and consists primarily of palm trees. Removal of these trees and the other landscaping would have no adverse effect on sensitive or threatened species, as defined by CDFG or U.S. Fish and Wildlife Service. No further analysis of this issue is required and no mitigation measures are necessary.

b.) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. The Project site is located within the Palms-Mar Vista-Del Rey Community Plan area. The Community Plan has identified three areas within the Playa Vista area as sensitive natural communities that are protected by Habitat Management Plans. These areas are located south of the Project site and are primarily focused on the Ballona Creek wetlands and marsh areas. The Project site is located nearly 0.75 mile north of these resources with the intervening area extensively developed with urbanized uses. Furthermore, the Project site does not have riparian habitat nor is it identified as a sensitive natural community in any City, Community, or regional plan. Therefore, Project development would have no adverse effect on riparian or sensitive natural community habitats. No further analysis of this issue is required and no mitigation measures are necessary.

c.) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. Although the Project site is located approximately 0.75 mile north of the Ballona Creek wetlands, the site is in a highly urbanized area that consists primarily of residential and commercial land uses. No federally protected wetlands, as defined by Section 404 of the Clean Water Act, exist on-site. Therefore, the Project would not be in violation of Section 404 guidelines. No further analysis of this issue is required and no mitigation measures are necessary.

d.) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. Ballona Creek, located 0.75 mile south of the Project site has historically been associated with the movement of native wildlife as well as serving as a foraging location for several species of migratory birds. However, due to the highly urbanized nature of the immediate Project area, the Project site is not part of this wildlife corridor nor would redevelopment of the Project site adversely affect wildlife in passage or migration to the Ballona Creek wetlands. Additionally, there are no native wildlife nursery sites within a 1-square-mile area of the Project site. No further analysis of this issue is required and no mitigation measures are necessary.

e.) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

No Impact. The City of Los Angeles has established an Oak Tree Ordinance that regulates the removal and replacement of oak trees. The primary trees present on the Project site are palm trees that have been planted for landscaping. Therefore, their removal as part of the Project would have no adverse effect on biological resources. No further analysis of this issue is required and no mitigation measures are necessary.

f.) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The City of Los Angeles General Plan and the Palms-Mar Vista-Del Rey Community Plan have designated three habitat conservation or natural community conservation

plan areas. However, the Project site is situated to the north and not located in proximity of any of these three designated areas. Thus, Project development would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan or other approved local, regional or state habitat conservation plan. No further analysis of this issue is required and no mitigation measures are necessary.

V. CULTURAL RESOURCES. *Would the project:*

a.) Cause a substantial adverse change in significance of a historical resource as defined in State CEQA § 15064.5?

No Impact. According to the South Central Coastal Information Center, there are no recorded historic resources located within the Project site or within 0.5 mile of the Project. This search includes a review of all recorded historic sites within a 0.5-mile radius of the Project area as well as a review of all known cultural resource reports. In reaching this conclusion, the South Central Coastal Information Center checked their file of historic maps, the California Points of Historical Interest (PHI), the listing of California Historical Landmarks (CHL) in the region, the National Register of Historic Places (NR), the California State Historic Resources Inventory (HRI), and the listing of the City of Los Angeles Historic-Cultural Monuments. Therefore, no further analysis of this issue is recommended and no mitigation is necessary.

b.) Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA § 15064.5?

No Impact. According to the South Central Coastal Information Center, no archaeological sites or isolates are located within the Project site. One archaeological site has been identified within a 0.5-mile radius of the Project site; however, this site is not listed on the Archaeological Determination of Eligibility (DOE) list. This information is based on a review of all recorded prehistoric archaeological sites within a 0.5-mile radius of the Project area as well as a review of all known cultural resource reports. Therefore, the Project would not result in a substantial adverse change to an archaeological resource. No further analysis of this issue is required and no mitigation measures are necessary.

c.) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant With Mitigation Incorporated. The paleontological sensitivity of the proposed Project area above the water table is considered to be of low potential. However, the alluvium at depths below the water table is considered to have a high potential to yield fossil

remains.[4] Recent monitoring conducted in concert with the excavation of the nearby Playa Vista First Phase Project by Statistical Research, Inc. (SRI) and LSA Associates has not resulted in the recovery of any fossil remains. The boring logs that have been collected to date do not provide an indication of the potential scientific importance of the fossil shell remains since no information was recorded regarding the species represented or the age of these remains. The paleontological importance of these fossil shells could range from a high level of importance, if they are identifiable, to low importance if they are not identifiable due to the poor physical condition of the remains. Also, the paleontological importance of successive samples of fossil remains would be expected to decline in importance if subsequent samples from the same depth yielded only the same species. Therefore, the scientific importance of any fossil remains from the alluvium within the Project site could range from high to low importance, but is currently unknown. Given this understanding, Project construction could result in a significant impact. In response, the following mitigation measure shall be included in the Project's conditions of approval, should the Project be approved by the City.

Mitigation Measure

- Should vertebrate fossil resources be encountered during construction of the proposed Project, construction in the immediate area of the resource shall be suspended until the resource can be evaluated by a qualified paleontologist and recovery, if appropriate, can be completed. This measure shall include steps for appropriate conservation as may be merited by the resource.

Impact After Mitigation

With implementation of the above mitigation measure, potential impacts associated with encountering vertebrate fossil resources would be reduced to less-than-significant levels.

d.) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant With Mitigation Incorporated. The discovery of human remains from recent, historic or prehistoric periods on any property not already identified in association with such remains is remote. The Project site and the immediate surroundings are not already identified with previous accidental discoveries of human remains. Within the Project site, any traditional burial resources, which include archaeological sites, burial sites, ceremonial areas, gathering areas, or any other natural area important to a culture for religious or heritage

[4] *Paleo Environmental Associates, Paleontologic Resource Inventory/Impact Assessment Technical Report prepared in support of The Village at Playa Vista Los Angeles, California, June 2003.*

reasons, would likely be associated with the Native American group known as the Gabrielino. No known traditional burial sites have been identified within the Project site or in the vicinity. Nevertheless, accidental discovery does occur. Therefore, while such discovery is highly unlikely, and further evaluation in an environmental impact report is not required, the following precautionary mitigation is recommended.

Mitigation Measure

- Any discovery of human remains during Project construction should be treated in accordance with federal, state, and local regulations, including those outlined in the CEQA Guidelines Section 15064.5 (e).

Impact After Mitigation

With implementation of the above mitigation measure, potential Project impacts in this category would be reduced to less-than-significant levels.

VI. GEOLOGY AND SOILS. *Would the project:*

a.) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. According to the California Geologic Survey, the proposed Project is not located on or within a delineated rupture zone as shown in the Alquist-Priolo Earthquake Fault Zoning Map series.[5] Hence, the Project would not expose people or structures to substantial risk from rupture of a delineated earthquake fault zone. No further analysis of this issue is required and no mitigation measures are necessary.

[5] *California Department of Conservation, California Geologic Survey, Digital Database of Faults from the Fault Activity Map of California and Adjacent Areas, 1994.*

(ii) Strong seismic ground shaking?

Less Than Significant Impact. Active and non-active faults exist within the general vicinity of the Project site. As mapped by the Southern California Earthquake Data Center, 31 faults are located within a 50-mile radius of the site.[6] Closest to the Project site is the Newport-Inglewood Fault and the Palos Verdes Fault, located at a distance of 4.0 and 6.8 miles, respectively.[7] Either of these faults could produce seismic ground shaking that may affect the Project site. However, development of the Project would comply with applicable requirements as defined by the Uniform Building Code for California Seismic Zone IV and City of Los Angeles Building and Safety regulations. Compliance with these requirements would reduce potential adverse effects due to seismic ground shaking to acceptable levels. Therefore, no further analysis of this issue is required and no mitigation measures are necessary.

(iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact With Mitigation Incorporated. Liquefaction is a seismically-induced phenomenon that causes saturated soils to lose its shear strength resulting in the soils behaving like a viscous fluid. According to the California Geologic Survey's Seismic Hazards Map Series, the Project site is located within a delineated liquefaction zone.[8] A geotechnical investigation of the Project site has been completed. Included therein are recommendations for stabilizing the building foundations taking into account the site's potential for liquefaction. These recommendations are identified below under the heading of Mitigation Measures. In addition to these measures, development of the site would comply with applicable requirements as defined by the Uniform Building Code (UBC) for California Seismic Zone IV, California Geological Survey (CGS)[9] *Special Bulletin 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California*, which provides guidance for the evaluation and mitigation of earthquake-related hazards. Furthermore, Project development would occur in accordance with all applicable City of Los Angeles Municipal Code (LAMC) regulations.

Mitigation Measures

- For development of the subterranean parking and structural foundation, implementation of soldier piles is recommended. For excavations deeper than 12 feet, tied-back anchors shall be required. Soldier piles may consist of H-beams

[6] *Southern California Earthquake Data Center,www.data.scec.org/faults/lafault.html#MAP, 2004.*

[7] *Group Delta Consultants, Geotechnical Feasibility Letter, June 16, 2003.*

[8] *State of California – Department of Conservation Seismic Hazard Mapping Program, Venice Quadrangle, 1999.*

[9] *The California Geological Survey was formerly known as the Division of Mines and Geology.*

placed inside a drilled and cast-in-place concrete pile. Structural concrete shall be used below the bottom of excavation and lean concrete above, to allow for placement of the lagging.

- Utilize a conventional spread foundation for support in the Project's dense native sands.

- Footings with a minimum embedment of at least 1 foot in length and a minimum of 6 feet in width are recommended for bearing of pressure at 5,000 pounds per square foot (psf). Should bearing pressure be 3,000 psf, then footings of 1 foot in length and 3 feet in width may be used. In order to achieve a 1-foot embedment into the dense sands, deepening of footing excavations and back filling with concrete will likely be required.

- Footings shall also be capable of lateral resistance at a passive fluid pressure of 200 psf below the groundwater table and a sliding friction coefficient of 0.5 for foundations placed into gravely sands.

- The Project's concrete slab-on-grade may require a moisture barrier to be placed under the slab prior to the placement of concrete to reduce the potential for moisture transmission through the slabs. The moisture barrier should be sandwiched between two layers of sand, each with a minimum thickness of 2 inches.

- A sub-slab dewatering system shall be designed to remove groundwater that may infiltrate under the slab.

- Retaining walls and basement walls shall be backfilled with non-expansive granular soils. An active pressure of 35 pcf can be used for soil lateral pressure and basement walls should be designed for 85 pcf to account for hydro-static pressure in addition to active soil pressure. A 2-foot-thick cap consisting of on-site silty materials should be used to minimize the infiltration of surface water. Only hand-operated compaction equipment should be used within 5 feet of the retaining walls.

- Below grade structures shall be waterproofed. A drainage layer of permeable sand/ gravel shall be provided behind the walls to promote drainage and prevent the buildup of hydrostatic pressure. Alternatively, commercially available drain strips may be used on the back of the wall. Further, a toe drain shall be placed at the base of the wall to collect any subsurface water. If drain strips are used, the strips shall be wrapped around the drain. The drainpipe shall be installed with the perforations down and the pipe surrounded with 3 cubic feet of permeable gravel per lineal foot. The gravel should be wrapped in geotextile filter fabric. Drainpipes shall carry flow by gravity to proper disposal.

Impact After Mitigation

Implementation of the above mitigation measures as well as compliance with applicable UBC and LAMC requirements would reduce the potential for the Project to expose people to risk of injury, or result in substantial structural or infrastructure damage from liquefaction to acceptable, less-than-significant levels. No further analysis of this issue is required.

(iv) Landslides?

No Impact. The Project site is not located within a delineated landslide area as defined by the California Geologic Survey.[10] Additionally, the site and its surrounding area is relatively level. The site is not at risk of adverse effects due to seismically induced landslides. No further analysis of this issue is required and no mitigation measures are necessary.

b.) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The Project site is located on Quaternary-age alluvial soils, consisting of gravels, sands, sandy silts, and silts.[11] Due to the highly erosive nature of the site's underlying soils, contact between irrigation and/or precipitation needs to be limited to the greatest extent possible during construction and operation. Keeping the underlying soils dry and minimizing soil erosion reduces the risk of liquefaction. During construction, soils may be kept damp to reduce dust and air quality impacts, but they would not be saturated. Further, in the operational phase, the site would be predominately impervious and the addition of the subterranean parking structure would make the Project's subsurface impervious as well. Therefore, soil erosion during the operational phase would be impeded by these impervious surfaces. As the Project site is currently developed with structures and paving, any topsoil that may have existed on the Project site was previously blended with other on-site soils during previous site preparation/grading activities. As such, Project development would not result in a loss of topsoil. Thus, no further analysis of this issue is required and no mitigation measures are necessary.

[10] *Ibid.*

[11] *SECOR, Phase I Environmental Site assessment Report, June 4, 2003.*

c.) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact. According to the CGS Seismic Hazards Map Series, the Project site has the potential for liquefaction.[12] Further, the geotechnical report conducted for the Project determined that the Project site may experience minimal subsidence during a major seismic event.[13] Compliance with the CGS *Special Bulletin 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California* and with the seismic building requirements established by the UBC and the LAMC would reduce the potential for exposure of people or structures to substantial adverse effects associated with the Project site being located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslides, lateral spreading, subsidence, or collapse. With regard to liquefaction, see Section VI.a.(iii) of this Initial Study. Impacts would be less than significant and no mitigation measures would be necessary.

d.) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

No Impact. Soils underlying the Project site have been delineated as soils potentially subject to liquefaction. By definition liquefaction, is related to soil collapse not expansion. Additionally, the geotechnical report conducted for the Project did not discover expansive soils on the Project site.[14] Therefore, the Project would not be located on expansive soils as defined by the UBC. Further analysis of this issue is not required and no mitigation measures, specifically for expansive soils, are necessary.

e.) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. Wastewater services for the Project would be provided by the City of Los Angeles' Bureau of Sanitation. These services are already located in the Project area and are supported by the area's soils. Neither septic tanks nor alternative wastewater disposal systems would be utilized for this Project. No further analysis of this issue is required and no mitigation measures are necessary.

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[12] *State of California – Department of Conservation Seismic Hazard Mapping Program, Venice Quadrangle, 1999.*

[13] *Group Delta Consultants, Geotechnical Feasibility Letter, June 16, 2003.*

[14] *Ibid.*

VII. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*

a.) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant With Mitigation Incorporated. Project construction activities would involve the use of potentially hazardous materials including vehicle fuels, oils, and transmission fluids. All potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Any associated risk would thus be adequately reduced to a less-than-significant level through compliance with these standards and regulations. In addition, the Phase II Environmental Site Assessment Report conducted for the Project site has concluded that soil and groundwater samples from the site have low levels of contaminants that pose no health risk to people or the environment per U.S. Environmental Protection Agency (EPA) Region 9's preliminary remediation goal (PRG). Hence the development of the site can proceed without remediation. However, as the Project proposes to construct a one-level subterranean and second-level podium parking facility that could be below the static and reported high groundwater elevation, groundwater pumping may be required during both the construction and operation of the Project. Due to the presence of identified groundwater contamination, a significant impact may occur without mitigation.

Mitigation Measures

- Treatment of all groundwater pumped to the surface shall comply with requirements defined by the Department of Toxic Substances Control (DTSC) and/or the Regional Water Quality Control Board (RWQCB).

- Employees and employees of contractors that handle hazardous wastes, or are potentially exposed to hazardous wastes, are required under Federal Occupational Safety and Health Administration (OSHA) (29 C.F.R. § 1910.120) and Cal/OSHA regulations to be trained and certified to handle hazardous waste and materials.

- Before waters can be discharged to the storm drain or sanitary sewer systems, the Project would require a General National Pollutants Discharge Elimination System (NPDES) Permit Number CAG994004 (Order No. R4-2003-0111). This permit, granted by the RWQCB, allows for the discharge of groundwater from construction and dewatering to surface waters in the coastal watersheds of Los Angeles County.

Impact After Mitigation

With the implementation of the mitigation measures described above, potential impacts would be reduced to a less-than-significant level.

b.) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. None of the proposed uses would result in a known danger related to the release of hazardous materials into the environment. As discussed in Response VII.a., above, operation of the Project would involve the limited use of potentially hazardous materials in the form of cleaning solvents and pesticides. The use and storage of such materials would occur in compliance with applicable standards and regulations, and would not pose significant hazards. As such, implementation of the Project would not result in reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant and no mitigation measures would be required.

c.) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. No existing or proposed school is located within 0.25 mile of the site. The nearest school is located approximately 3,120 feet northeast of the Project site (Venice High School). Similar to existing conditions, the limited quantities and prescribed handling procedures of any hazardous materials, as described above, would not pose a risk at the school. In addition, none of the hazardous materials anticipated to be used at the Project site are considered acutely hazardous in the small quantities in which they would be handled and used. Occupancy of the residential units and commercial space would not cause hazardous substance emissions or generate hazardous waste. No impacts would occur, and no mitigation measures would be necessary.

d.) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?

Less Than Significant With Mitigation Incorporated. On-site conditions are described and analyzed in Section VII.a of this Initial Study. A Union 76 Service Station, located on the southeast corner of Lincoln Boulevard and Maxella Avenue is adjacent to the Project site. This station is listed on the Cortese, HAZNET, CA FID UST, UST, and HIST UST

databases.[15] The site is listed for a release of gasoline from an underground storage tank (UST) in June of 1997 and subsequent Methyl tert butyl ether (MTBE) soil tests reported concentrations of 1,800 parts per million (ppm). The release was recorded as affecting the groundwater; however, the facility received case closure from the RWQCB for the incident.

Southeast of the Project site is the Villa Marina Dry Cleaners. A release of solvents associated with this facility was reported and resulted in impacts to both soils and groundwater from tetrachloroethene (PCE).[16] The most affected soils were removed and a Fate and Transport/Health Risk Assessment concluded that the residual chemicals do not pose a significant health risk to current or future tenants.

Additionally, the Cornell-Dubilier Electronics Division (CDE), located at 4144 Glencoe Avenue, reported groundwater contamination at the facility in 1988.[17] Contaminants included Trichloroethylene (TCE), PCE, 1,1,1-Trichloroethane (TCA), and Polychlorinated Biphenyl (PCBs). This plume of contaminants was moving with the groundwater gradient in a southwesterly direction. As of October 2001, the extent of the plume had not been defined and remediation has not been performed by CDE.

Soil samples analyzed by SECOR for the proposed Project detected TCE, but only in trace concentrations.[18] Groundwater sample analyses detected low levels of volatile hydrocarbons and ethybenzene, which are both contaminants associated with gasoline. Also, TCE and PCE were detected at levels over the EPA maximum concentration level. However, contaminant concentrations in both soils and groundwater were well below the EPA's preliminary remediation goal. Therefore, there is no need for remediation of the Project site. No further analysis of this issue is required and no mitigation measures beyond those identified in Section VII.a of this Initial Study would be required.

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

No Impact. The Project site is not located within an airport land use plan or within 2 miles of an airport. Nor is the Project located within an airport hazard area as designated by

[15] *SECOR, Phase II Environmental Site Assessment Report, September 9, 2003.*

[16] *Ibid.*

[17] *Ibid.*

[18] *SECOR, Phase II Environmental Site Assessment Report, September 9, 2003.*

the City of Los Angeles. The closest airport is the Los Angeles International Airport, located approximately 3 miles south of the Project site. Therefore, the Project would not result in an airport-related safety hazard, and no mitigation measures would be necessary.

f.) For a project within the vicinity of a private airstrip, would the Project result in a safety hazard for the people residing or working in the area?

No Impact. There are no private airstrips in the vicinity of the Project site, and the site is not located within a designated airport hazard area. Therefore, the proposed Project would not result in airport-related safety hazards for the people residing or working in the area. No impact would occur, and no mitigation measures would be necessary.

g.) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The proposed Project would not require or result in any modifications to Lincoln Boulevard, which serves as the primary emergency access route to the Project site and nearby properties. Access to the Project would be provided via driveways on Maxella Avenue. With the exception of accessing the site and construction of any required new utility connections, construction activities and staging areas for the Project would not intrude upon Lincoln Boulevard. Therefore, construction and operation of the proposed Project is not expected to impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan, and no mitigation measures would be necessary.

h.) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. Situated in a heavily urbanized area of Los Angeles, the Project site is not located near designated wildlands. Therefore, the Project would not subject people or structures to a significant risk of loss, injury, or death as a result of exposure to wildland fires. No further analysis of this issue is required and no mitigation measures are necessary.

VIII. HYDROLOGY AND WATER QUALITY. *Would the project:*

a.) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. Project-related construction activities have the potential to affect surface water quality as the result of minor soil erosion (during grading and soil

stockpiling), subsequent siltation, and conveyance of other pollutants into municipal storm drains during the Project's construction phase. In accordance with regulations set forth by the Los Angeles Regional Water Quality Control Board (RWQCB) and the City of Los Angeles, Project construction activities would require a Notice of Intent to comply with the State Construction Activity General National Pollutants Discharge Elimination Systems (NPDES) Permit (Order No. 99-08-DWQ). As part of these requirements, preparation of a Storm Water Pollution Prevention Plan (SWPPP) would be required. The SWPPP would include best management policies (BMPs) and erosion control measures to reduce pollution in storm water discharge to levels that comply with applicable water quality standards.

In addition, Project operations would comply with the City's Standard Urban Storm Water Management Plan (SUSMP) requirements. Under the SUSMP, the Project would be required to ensure that post-development peak storm water runoff discharge rates would not exceed the estimated pre-development rates such that there would be an increased potential for downstream erosion. The SUSMP requirements also include, but are not limited to, the following: minimization of storm water pollutants of concern; provision of storm drain system stenciling and signage; provision of properly designed outdoor material storage areas; containing properly designed trash storage areas; and documentation of ongoing BMP maintenance. On-site parking facilities, to the extent applicable, would be required to treat runoff before it reaches the storm drain system.

As the proposed Project would replace a facility that does not benefit from construction in accordance with current regulations, the operation of the Project would likely have a beneficial impact on storm water quality. By adhering to the requirements of the NPDES permit and the SUSMP, water quality from the Project site has the potential to be of higher quality than that which occurs under existing conditions. Use of specific BMPs designed to detain and treat potential sources of contamination typically generated by parking surfaces would enable the Project site to reduce its potential for discharging polluted runoff. Therefore, no further analysis of this issue is required and no mitigation measures are necessary.

b.) Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?

No Impact. The City of Los Angeles owns limited groundwater rights within four groundwater basins, including the San Fernando, Sylmar, Central, and West Coast Basins.[19] The

[19] *City of Los Angeles Department of Water and Power, www.ladwp.com/ladwp/cms/ladwp001371.jsp, 2004.*

Project site is located over the West Coast Basin, which annually provides the City with 1,400 acre-feet of water. Recharge of the West Coast Basin occurs via subterranean flow from the Central Basin, which is actively recharged by spreading grounds.[20] Minimal amounts of recharge occur via open spaces that allow for seepage of surface and irrigation waters into smaller unconfined aquifers within the Basin. While dewatering is required during Project construction, this dewatering program would not remove water to the extent that substantial changes in the groundwater table would occur and would not require the removal of water during normal groundwater conditions. During the Project's operational phase, water would be provided via pipeline by the City of Los Angeles' Department of Water and Power. Furthermore, the Project site is currently entirely covered by impervious surface; therefore development of the Project would not alter the extent to which impervious surfaces occur at the Project site. In actuality, Project development would increase on-site impervious surfaces relative to existing conditions. Thus, the Project would not deplete groundwater supplies nor would it interfere with groundwater recharge. Therefore, no further analysis of this issue is required and no mitigation measures are necessary.

c.) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. Construction activities have the potential to result in limited soil erosion in the very early phases before site excavation has lowered site elevation below adjoining properties. However, Project construction would comply with all applicable provisions of the Countywide NPDES permit. Therefore, the Project is not expected to have significant soil erosion impacts. Further analysis of this issue in an EIR is not required and mitigation measures are not necessary.

d.) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

Less Than Significant Impact. The existing site is predominately impervious and the proposed Project, which would also be predominately impervious, would not result in an increase in impervious surfaces. Additionally, the Project would not alter the existing drainage patterns, increase the rate and amount of surface runoff from the site or is located within close proximity to a stream or river, and therefore, would not result in flooding either on-site or in the

[20] *State of California Department of Water Resources, www.dpla2.water.ca.gov/publications/groundwater/bulletin118/basins/4-11.03_West_Coast.pdf, 2004.*

Project locale. Hence, no further analysis of this issue is required and no mitigation measures are necessary.

e.) Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Under the proposed Project, existing drainage patterns would be maintained, and site-generated surface water runoff would continue to flow to the City's storm drain system. With regard to this issue it is important to note that under existing conditions, the exposed surface parking lots currently have potential to contribute to polluted runoff (e.g., spilled oils, coolants, and asbestos). Implementation of BMPs not currently in place would enable the Project to potentially reduce pollutants by detaining surface water runoff and treating these waters, either actively or passively, before discharging waters to the local storm drain system. In addition, the creation of landscaped areas would decrease the total expected runoff flow. Therefore, as the Project would not increase storm water runoff it would not exceed the capacity of existing storm water systems nor would it construct additional sources that could contribute to polluted runoff. No further analysis of this issue is required and no mitigation measures are necessary.

f.) Otherwise substantially degrade water quality?

No Impact. Compliance with applicable State and local regulations regarding water quality during construction and subsequent operation of the Project would assure that significant Project impacts associated with the degradation of water quality would not occur. Specifically, preparation and implementation of a SWPPP, in accordance with the Construction Activity General Permit (Order No. 99-08-DWQ), and SUSMP provisions during the operational life of the Project would positively address water quality issues. As such, it is anticipated that the Project would not result in substantial additional sources of polluted runoff and no significant impact would occur. No further analysis of this issue is required and no mitigation measures are necessary.

g.) Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. According to the Federal Emergency Management Agency's (FEMA) Federal Insurance Rate Map Panel Number 0601370084C, the Project site is not located within a delineated flood zone.[21] Further, the Project site is also mapped as outside of the 100-year flood

[21] *Federal Emergency Management Agency FIRM Panel No. 0601370084C, 1980.*

plain by the City of Los Angeles.[22] Therefore, the Project would not place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. No further analysis of this issue is required and no mitigation measures are necessary.

h.) Place within a 100-year flood plain structures, which would impede or redirect flood flows?

No Impact. The Project site is not located within a FEMA designated 100-year flood plain. No further analysis of this issue is required and no mitigation measures are necessary.

i.) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less Than Significant Impact. The Project site is located within a potential hazard zone for inundation from failure of a dam as delineated on the Los Angeles County Inundation Hazard Area Map.[23] However, upon consideration of the distance of the Project site from the reservoir, which is approximately 5 miles north of the Project site, and the topography and existing development of the areas in between the reservoir and the Project site, the potential risks associated with dam failure are limited. Therefore, the site is not at risk of inundation from flooding as a result of a dam failure. Further analysis of this issue is not required and no mitigation measures are necessary.

j.) Cause inundation by seiche, tsunami, or mudflow?

Less Than Significant Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of the sea floor associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity.

The Project site is designated as an area potentially located within the run-up zone of a large tsunami, as shown on the City of Los Angeles' Inundation and Tsunami Hazard Map.[24]

[22] *City of Los Angeles Department of City Planning, Safety Element of the General Plan, Exhibit F: "100-Year and 500-Year Flood Plains," March 1994*

[23] *City of Los Angeles Department of City Planning, Safety Element of the General Plan, Exhibit G: "Inundation and Tsunami Hazard Areas," March 1994.*

[24] *Ibid*

According to the geotechnical report prepared for the Project, two tsunamis, induced by the 1960 Chile Earthquake, caused damage in the Los Angeles and Long Beach harbors, as well as the Cerritos Channel.[25] However, the geotechnical report concluded damage potential from tsunamis at the Project site is low. Further, as the site and its surrounding area is relatively flat and has been previously developed, the potential for a mudflow to occur on-site is also low. Therefore, it is anticipated that the potential impact from a seiche, tsunami, or mudflow is remote. Further analysis of this issue is not required and no mitigation measures are necessary.

IX. LAND USE AND PLANNING. *Would the project:*

a.) Physically divide an established community?

No Impact. The Project site is located within the Palms-Mar Vista-Del Rey Community Plan area of the City of Los Angeles. Multi-family residences are located to the west, across Lincoln Boulevard and the Villa Marina community is located east of the Project site on the east side of Glencoe Avenue. The proposed Project would replace the existing commercial and restaurant uses that front Lincoln Boulevard and Maxella Avenue and their associated surface parking with residential and retail uses. Therefore, the Project would not modify or physically divide an established community, and no impacts would occur. Further analysis of this issue is not required and no mitigation measures are necessary.

b.) Conflict with an applicable land use plan, policy or regulation of an agency with jurisdiction over the Project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The Project site is currently zoned [Q]M1-1, Limited Industrial Zone. As residential development is not a permitted use in the M1-1 zone, Project implementation requires a zone change. Additionally, as the Project is changing the land use from a commercial/retail use to a primarily multi-family residential use, several other permits and approvals are required to implement the Project. Therefore, this issue will be analyzed further in an EIR with mitigation incorporated, as necessary.

[25] *Group Delta Consultants, Geotechnical Feasibility Letter, June 16, 2003..*

c.) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The Palms-Mar Vista-Del Rey Community Plan has established three habitat management areas within the Ballona Creek wetlands area. However, the Project site is located north and outside of any of the three areas. Hence, construction and operation of the proposed Project would not conflict with these habitat conservation plans. Therefore, no impacts would result. No further analysis of this issue is required and no mitigation measures are necessary.

X. MINERAL RESOURCES. *Would the project:*

a.) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The Project site is not listed as a potential or existing mineral resource extraction area for the State of California.[26] Additionally, the Project site's land use, as defined by the City of Los Angeles General Plan or the Palms-Mar Vista-Del Rey Community Plan, is not designated as a mineral extraction land use. As such, implementation of the Project would not result in the loss or availability of a known mineral resource that would be of value to the region and the residents of the State and no impacts would occur. Further analysis of this issue is not required and no mitigation measures are necessary.

b.) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. The Project site is not located within a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Therefore, implementation of the Project would not result in a loss of any locally important mineral resources recovery sites and no impacts would occur. Further analysis of this issue is not required and no mitigation measures are necessary.

[26] *California Department of Conservation, Division of Mines and Geology/U.S. Geologic Survey, Minerals Yearbook: The Mineral Industry of California, 2001.*

XI. NOISE. *Would the project result in:*

a.) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. The proposed Project could result in an increase in noise levels associated with construction and/or operation of the Project. Therefore, this issue will be analyzed further in an EIR with feasible mitigation measures incorporated, as necessary.

b.) Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. The Project would be constructed using typical construction techniques. As such, it is anticipated that the equipment to be used during construction would not cause excessive groundborne noise or vibration. Post-construction on-site activities would be limited to residential and commercial uses that would not generate excessive groundborne noise or vibration. As such, potential impacts associated with the Project would be less than significant, and no mitigation measures are necessary.

c.) Result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?

Potentially Significant Impact. The proposed Project would involve new construction and the demolition of five existing structures. The potential for the Project to cause a post-construction increase in existing ambient noise levels attributed to the ingress and egress of resident and business patrons, as well as commercial delivery trucks, could exist. Therefore, this issue will be analyzed further in an EIR with feasible mitigation measures incorporated, as necessary.

d.) Result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?

Potentially Significant Impact. Construction related activities and equipment used during the Project's construction phase could result in a temporary or periodic increase in ambient noise levels above those present without the Project. Therefore, this issue will be analyzed further in an EIR with feasible mitigation measures incorporated, as necessary.

e.) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the

Project expose people residing or working in the Project area to excessive noise levels?

No Impact. The Project site is not located within an airport land use plan area or within 2 miles of a public airport or public-use airport. As the Project site is located approximately 3 miles north of the Los Angeles International Airport, the potential exists for exposure to some low-level noise during aircraft departures. Given this limited affect, it is concluded that the Project would not expose people to excessive airport-related noise levels. Further analysis of this issue is not required, and no mitigation measures are necessary.

f.) For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?

No Impact. The proposed Project is not within the vicinity of a private airstrip that would expose residents or employees of the Project to excessive noise levels. No noise impacts would result. Further analysis of this issue is not required and no mitigation measures are necessary.

XII. POPULATION AND HOUSING. *Would the project:*

a.) Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. The proposed Project includes a 310 unit multi-family residential development that would introduce a new residential population to the Palms-Mar Vista-Del Rey Community. Based on the density of the Project and plan population and dwelling unit capacity factors provided in the Palms-Mar Vista-Del Rey Community Plan, the proposed Project would generate a maximum residential population of approximately 663 persons at full buildout.[27] Based on the Palms-Mar Vista-Del Rey Community Plan area, for the year 1997 there were 34,679 multi-family residential units, which is anticipated to increase to 40,914 dwelling units in 2010.[28] Based on this data, the proposed Project would represent 4 percent of the housing growth forecasted for the Community Plan area. Further, the Community Plan states that the 2000 population of the community was 110,702 and is projected to increase to 118,981 by 2010, where the Project's 663 persons would represent 8 percent of

[27] *City of Los Angeles, Palms-Mar Vista-Del Rey Community Plan, September 16, 1997, page III-2 and based on a High Medium Residential occupancy factor of 2.14 persons per dwelling unit.*

[28] *City of Los Angeles, Palms-Mar Vista-Del Rey Community Plan, September 16, 1997, page III-1.*

that increase. Thus, although the proposed Project includes a General Plan amendment and zone change to permit residential development in an area previously zoned for Limited Industrial uses, the comparatively small additional residential population would not generate a substantial increase in population growth in the area. Also, the additional growth introduced by this Project was part of the anticipated growth for the community. Furthermore, some of the residential units are expected to be occupied by people who are already present in the Community or nearby area, thus reducing the actual population growth that may be generated by the Project.

Additionally, the Project would generate a small number of employees associated with the proposed commercial uses. Based on the 10,000 square feet of commercial uses proposed, approximately 27 employees could work on-site over several shifts.[29] It is expected that those who would be employed by the commercial uses would be drawn from the local area. Therefore, the Project would not result in a substantial population growth either directly or indirectly. Further analysis of this issue is not required and no mitigation measures are necessary.

b.) Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?

No Impact. There are no existing housing units within the Project site. Therefore, implementation of the proposed Project would not result in the displacement of any housing nor would it necessitate the construction of replacement housing. No impacts would occur. Further analysis of this issue is not required and no mitigation measures are necessary.

c.) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?

No Impact. Since there are no existing housing units within the Project site, the Project would not result in the displacement of people, nor would it necessitate the construction of replacement housing elsewhere. No impacts would occur. Further analysis of this issue is not required and no mitigation measures are necessary.

[29] *Based on data provided in the Institute of Transportation Engineers' Trip Generation Manual, 6th Edition.*

XIII. PUBLIC SERVICES. *Would the project:*

a.) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

(1) Fire protection?

Less Than Significant Impact. Fire protection and emergency medical services are provided by the Los Angeles Fire Department (LAFD). The site is currently developed with five commercial buildings with varying retail service uses. Two LAFD fire stations would continue to provide fire protection to the Project site and the Project vicinity in an emergency situation. Stations No. 63 is located at 1930 Shell Avenue, (approximately 1.5 miles from the Project site) and Station No. 62 is located at 3631 Centinela Avenue (approximately 2.3 miles from the Project site). Each station has an array of equipment to address various types of emergency situations as follows: Station No. 63 is a truck company with two engine units and a rescue unit and Station No. 62 is a single-engine company with a rescue unit and swift water rescue. Station No. 63 is within the response distance for high-density residential and commercial neighborhood uses of 1.5 miles for an engine or truck company, as specified in Section 57.09.07 of the City of Los Angeles Fire Code. Additional fire protection is also available under an automatic aid agreement with the County of Los Angeles. The nearest fire station located in Marina del Rey is at 4533 Admiralty Way, approximately 1,650 feet southeast of the Project site. Equipment and staffing at this facility include one engine company and one paramedic rescue squad. The Project site is not located in a high fire hazard area, as designated by the City of Los Angeles.

The proposed Project would result in a change of land use from solely commercial uses to a mix of residential and commercial uses. The proposed residential and commercial uses would result in an increase in residential and daytime population within the site as compared to current conditions. This increase in population within the Project area, although not substantial, would incrementally increase the demand for fire protection services compared to current conditions. However, development of the proposed residential structures and commercial uses would comply with all applicable provisions of the City of Los Angeles Fire Code (Article 7 of the Los Angeles Municipal Code) to ensure that adequate LAFD access, hydrants, and fire flow requirements would be provided. Additionally, building interiors would be provided with overhead sprinkler systems as part of the Project design. The majority of Project construction and staging would be confined to the site or a portion of one parking lane and therefore would not interfere with LAFD access to surrounding properties. Therefore, impacts on fire protection services would be less than significant. Further analysis of this issue is not required and no mitigation measures are necessary.

(2) Police protection?

Less Than Significant Impact. Police protection is currently provided to the Project site and surrounding area by the City of Los Angeles Police Department (LAPD). The Pacific Community Police Station is located at 12312 Culver Boulevard, approximately 1.9 miles northeast of the Project site. This station encompasses a service area of approximately 24 square miles and includes a population of approximately 200,000 residents.[30] The station currently has 390 assigned sworn officers representing an officer to population ratio of 1.95 per 1,000 residents.[31]

The proposed Project would result in an increase in onsite residential population and building area compared to current conditions. The overall increase in population within the Project site would incrementally increase the demand for police services when compared to current conditions. The total estimated occupancy of the proposed Project is approximately 663 persons at full buildout and 27 employees. Given the size of the existing service population, full occupancy of the proposed Project would not substantially reduce the officer to population ratio, nor would the limited additional demand attributable to the Project substantially affect the provision of police services. The proposed Project would include security features such as on-site security personnel, controlled access to residential parking and residential areas, security alarms for retail areas, and nighttime security lighting to reduce the demand for police protection. In addition, the majority of Project construction and staging would be confined to the site or a portion of on parking lane and therefore would not interfere with LAPD access to surrounding properties. Therefore, impacts to police protection services would be less than significant. Further analysis of this issue is not required and no mitigation measures are necessary.

(3) Schools?

Less Than Significant Impact. Los Angeles Unified School District (LAUSD) provides public school services in the Project area. The Project site is located within Local District D of the LAUSD. Table B-1 on page B-30, identifies the nearest LAUSD schools to the Project site. As shown on Table B-2 on page B-31, and based on the LAUSD student generation rates for multi-family housing, approximately 127 school-age children would potentially be generated by the proposed Project.

Based on the most recent student enrollment and capacity data available presented in Table B-1, capacity is available to accommodate these students. In addition, in accordance with

[30] *Los Angeles Police Department online information available at www.lapdonline.org/community/op_west_bureau/pacific_home_frame.htm, May 6, 2004.*

[31] *Michelle Gong, Management Assistant, LAPD West Bureau, telephone conversation, May 6, 2004.*

Table B-1

ENROLLMENT AND CAPACITY OF PROJECT RELATED SCHOOLS [a]

School	Operating Capacity: 2002-2003	Enrollment: 2002-2003	Unused Capacity
Westminster Elementary School	564	407	157
Mark Twain Middle School	1,688	1,382	306
Venice High School	3,235	2,535	700

[a] *School Accountability Report Card, School Information Branch, www.lausd.k12.ca.us/lausd/ offices/icb/.*

State law, including Government Code Section 65995 and Education Code Section 17620, issuance of building permits for the proposed Project would require the payment of fees at a specified rate for the funding of improvements and expansion of school facilities. In accordance with Senate Bill 50 (SB 50) enacted in 1998, payment of this fee is deemed to fully mitigate any impact to school facilities. Therefore, with the payment of the required fee, impacts to schools would be less than significant and no additional mitigation measures are required.

(4) Parks?

Less Than Significant Impact. The proposed Project would introduce a new residential population into a neighborhood served by City, County, and State parks located in the immediate vicinity and throughout the region. The following parks and recreation facilities are within a 2-mile radius of the Project site: Mar Vista Park and Recreation Center; Venice Beach and Venice Recreation Center; Westminster Senior Center; the Oakwood Recreation Center; and Glen-Alla Park, which is located 1 mile southeast of the Project site. As described in Response XII.a., the total estimated occupancy of the Project is approximately 663 residents and 27 employees. Included in the Project's design are on-site recreational amenities, such as a swimming pool and/or spa, an exercise room, a community meeting room and landscaped open space. It is intended that these on-site facilities would meet the majority of park needs of the future on-site residents and employees. The extent that the Project's residents would use existing recreation and park facilities in the surrounding area is limited in comparison with the local and regional service population. As such, project residents would not substantially impact off-site park facilities. Therefore, the Project would result in a less-than-significant impact on parks within the Project vicinity. Further analysis of this issue is not required and no mitigation measures are necessary.

(5) Other public facilities?

Less Than Significant Impact. The proposed Project would result in the generation of new housing units in the Palms-Mar Vista-Del Rey Community in the City of Los Angeles. As

Table B-2

POTENTIAL SCHOOL-AGE RESIDENTS OF PROJECT

Number of Dwelling Units Proposed	Employee Equivalent Dwelling Units [a]	Adjusted Project-Related Dwelling Units	School Level	Student Generation Rate per Dwelling Unit [b]	Potential Student Residents of Project
310	13	323	Elementary	0.2089	68
			Middle	0.0942	30
			Senior	0.0891	29
Total					**127**

[a] *The LAUSD School Fee Justification Study assumes that new commercial development indirectly generates potential school enrollment, based on the estimated number of dwelling units within the district associated with the new employees. For retail and services, the LAUSD assumes 1.2971 households per 1,000 square feet of development.*

[b] *Generation factors are for multi-family attached housing.*

Source: School Fee Justification Studies for Los Angeles Unified School District, September 2002.

described in Response No. XII.a., the total estimated occupancy of the Project is approximately 663 residents and 27 employees. As discussed above, the proposed Project would represent less than 1 percent of SCAG's 2010 population and housing forecasts for the census tracts that comprise the Palms-Mar Vista-Del Rey Community Plan. As a result of the small scale of the Project and the minor increase in population, the need for new or altered public facilities is considered to be remote. Further analysis of this issue is not required and no mitigation measures are necessary.

XIV. RECREATION. *Would the project:*

a.) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b.) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact. The Project's design includes a number of on-site recreational amenities, such as a swimming pool and/or spa, an exercise room, a community meeting room and landscaped open space. It is intended that these on-site facilities would meet the majority of park needs of the future on-site residents and employees. In addition, as described in Response XIII.a.(4), there are existing parks and recreational facilities within the

Palms-Mar Vista-Del Rey community plan area. These recreational facilities include the Mar Vista Park and Recreation Center, a 19-acre facility consisting of a large park area, pool, day care, and sports programs. Glen-Alla Park, Culver/Slauson Park, and Woodbine Park feature picnic and play areas. These facilities, as well as other neighborhood and regional parks in the region, are expected to be used by residents of the proposed Project. The relatively small population increase resulting from the proposed Project would not cause or accelerate substantial physical deterioration of any local or regional parks or recreational facilities. Recreational demand by the residents of the Project would not be substantial to require additional facilities. Park use by employees and customers associated with the retail component of the proposed Project is expected to be minimal. Therefore, the Project would not substantially increase the use of existing neighborhood or regional parks or other recreational facilities. Construction of the Project would not require expansion or addition of recreational facilities for the area. Further analysis of this issue is not required and no mitigation measures are necessary.

XV. TRANSPORTATION AND CIRCULATION. *Would the project:*

a.) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

b.) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Potentially Significant Impact. Construction of the Project would result in a temporary increase in traffic associated with construction-related vehicles. Under operational conditions, the Project would add the daily movement of residents and employees that would generate an increase in local vehicle trips on roadways within the Project vicinity. It is recommended that the potential for the Project to cause a substantial increase in traffic in relation to the existing traffic load and capacity of the street system be analyzed, as well whether the Project would exceed, either individually or cumulatively, a level of service standard established by the Los Angeles County's Congestion Management Plan (CMP) and the Coastal Transportation Corridor Specific Plan. The CMP is a state-mandated program designed to address the impact urban congestion has on local communities and the region as a whole, whereas the Coastal Transportation Corridor Specific Plan addresses localized traffic impacts and congestion management. Hence, analysis of the Project's potential to increase traffic either individually or cumulatively compared to the existing site shall be discussed in the EIR and mitigation measures deemed feasible shall be recommended.

c.) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The Project site is located within 3 miles of a public use airport; however, the Project does not include an air transportation component. The Project would have no adverse impact on air traffic patterns or air traffic safety. Further analysis of this issue is not required and no mitigation measures are necessary.

d.) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Impact. The Project proposes residential, employee, business patron and delivery vehicle access to the site from Maxella Avenue. The provision of additional access points to the Project site and/or the addition or improvement to traffic design features to reduce any congestion or dangerous intersections as a result of the Project would require further analysis in a traffic study. As a result of the potential changes to these roadways, this issue will be evaluated in an EIR with feasible mitigation measures incorporated, as necessary.

e.) Result in inadequate emergency access?

No Impact. The Project design would develop access points that would ensure suitable movement of vehicles from Maxella Avenue. Per LAFD requirements, access roads and driveways would be designed to accommodate emergency vehicles. To the extent possible, construction activities would be confined to the site with only limited, temporary obstruction of portions of the adjoining roadways. Therefore, the proposed Project would not result in inadequate emergency access. Further analysis of this issue is not required and no mitigation measures are necessary.

f.) Result in inadequate parking capacity?

Less Than Significant Impact. As part of the Project, 691 parking spaces would be provided in on-site subterranean and surface parking facilities. With regards to parking, the Project would be self-sufficient by accommodating the Project's residents, their guests, business patrons, and employees of the commercial uses. Nevertheless, it is recommended that this issue be analyzed further in an Environmental Impact Report (EIR) with mitigation incorporated, as necessary.

g.) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

No Impact. The Project would be constructed and operated in compliance with adopted policies, plans, and programs supporting alternative transportation that apply to the Project site. Nevertheless, it is recommended that this issue be analyzed further in an Environmental Impact Report (EIR) with mitigation incorporated, as necessary.

XVI. UTILITIES. *Would the project:*

a.) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less than Significant Impact. The City of Los Angeles Department of Public Works provides wastewater treatment services to the Project site. Any wastewater generated by the Project would be treated at the Hyperion Treatment Plant (HTP), which has been designed to treat 450 million gallons per day (mgd), though City Ordinance No. 166,060 limits the annual increase in wastewater flow to the HPT to 5 mgd. Currently there is an unutilized capacity of 119 mgd at the HTP.

Estimations of wastewater generation for the proposed Project using the City of Los Angeles Sewage Generation Factors,[32] results in an average wastewater generation of approximately 56,520 gpd (i.e., 55,800 gpd for the new residential portion of the Project and 720 gpd for the retail uses) as shown in Table B-3 on page B-35. This estimate is exclusive of existing on-site wastewater generation. This increase in wastewater generation would represent a small fraction of the permitted annual flow increase for Hyperion Treatment Plant. Furthermore, implementation of water conservation measures such as those required by Titles 20 and 24 of the California Administrative Code would ultimately reduce wastewater flows as well. As such, the Project would not be expected to exceed wastewater treatment requirements and would not have a significant impact upon the City's wastewater system. Further analysis of this issue is not required and no mitigation measures are necessary.

[32] *City of Los Angeles, Department of Public Works, Bureau of Engineering: Development Services Division-Sewer Worksheet.*

Table B-3

VILLA MARINA PROJECT
PROJECTED WASTEWATER GENERATION

Land Use	Building Area (units-sq.ft.)	Factor [a]	Total (gpd)
Projected Wastewater Generation			
Dwelling Units			
One-Bedroom Units	60	130 gpd [b]/ksf	7,800
Two-Bedroom Units	190	180 gpd/ksf	34,200
Three-Bedroom Units	60	230 gpd/ksf	13,800
Retail	9,000	80 gpd/ksf	720
Total			**56,520**

ksf = 1,000 sq.ft.

[a] *Wastewater generation rates provided by the City of Los Angeles, Department of Public Works, Bureau of Engineering, May 2004.*
[b] *Wastewater generation factor for an even spilt of one and two bedroom dwelling units.*

Source: PCR Services Corporation, May 2004.

b.) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. The Project would most likely result in increased water demand and wastewater generation. However, as described in Responses. XVI.a. (above) and XVI.d. (below), existing water and wastewater facilities have accommodated for growth and are therefore considered adequate to serve the demand generated by the Project. Thus, the Project would not require or result in the construction of new water or wastewater treatment facilities or the expansion of existing facilities.

Based on currently available information, there is adequate capacity in the existing conveyance system from the site to the existing lines. In the event that during the development process it is found that this is not the case, the Applicant shall be required to upgrade the connections to the mains in order to appropriately serve the Project.

The construction of the proposed Project would include all necessary on and off-site sewer pipe improvements and connections to adequately link the Project to the existing City water and wastewater systems. The design of these connections would be developed by a registered engineer and approved by the Los Angeles Bureau of Engineering and, where construction would require excavation in a right of way, LADOT. No significant environmental

impacts are anticipated as a result of the construction of these connections. Further analysis of this issue is not required and no mitigation measures are necessary.

c.) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. The Project site is in an existing developed, urban condition consisting of impervious surfaces that include buildings and paved areas. Implementation of the proposed Project would not result in a substantial change in impervious surface. Accordingly, the anticipated stormwater flow would not be increased from existing conditions and thus no additional demand on the capacity of the City's storm drain system would occur. As the proposed Project would not increase the amount of storm water from the site, construction of new storm water drainage facilities would not result. The Project would be developed with designed drainage features to appropriately accommodate, treat and convey anticipated stormwater flows in accordance with SUSMP and LARWQCB requirements. The construction of the designed drainage features that are part of the proposed Project would not cause any significant environmental effects. Further analysis of this issue is not required and no mitigation measures are necessary.

d.) Have sufficient water supplies available to serve the Project from existing entitlements and resource, or are new or expanded entitlements needed?

Less than Significant Impact. The City of Los Angeles Department of Water and Power (DWP) is the water supply purveyor for the Project site. The construction of the proposed Project would include all necessary on and off-site water supply infrastructure improvements and connections to adequately link the Project to the existing City water system under the surrounding streets.

Water consumption estimates for the proposed Project are based on the Department of Public Works wastewater generation factors at an increase of 115 percent. Water consumption is estimated to be 64,998 gpd (i.e., 64,170 gpd for the residential portion of the Project and 828 gpd for the retail use) as shown on Table B-4 on page B-37. This increase in water consumption would be reduced with the replacement of the existing retail and restaurant uses on the Project site. Compliance with water conservation measures such as those required by Titles 20 and 24 of the California Administrative Code could serve to reduce this projected water demand.

Chapter XII of the Los Angeles Municipal Code (LAMC) comprises the City's Emergency Water Conservation Plan, as amended, and stipulates conservation measures pertaining to water closets, showers, landscaping, maintenance activities, and other uses. At the State level, Title 24 of the California Administrative Code contains the California Building

Table B-4

VILLA MARINA PROJECT
PROJECTED WATER DEMAND

Land Use	Building Area (units-sq.ft.)	Factor [a]	Total (gpd)
Projected Demand			
Dwelling Units			
One-Bedroom Units	60	149.5 gpd [b]/ksf	8,970
Two-Bedroom Units	190	207.0 gpd/ksf	39,330
Three-Bedroom Units	60	264.5 gpd/ksf	15,870
Retail	9,000	92.0 gpd/ksf	828
Total			**64,998**

ksf = 1,000 sq.ft.

[a] *Water demand rates are equal to 115 percent of wastewater generation factors as provided by the City of Los Angeles, Department of Public Works, Bureau of Engineering, May 2004.*
[b] *115 percent of wastewater generation factor for an equal split of one and two bedroom dwelling units*

PCR Services Corporation, May 2004.

Standards, including the California Plumbing Code (Part 5), which promotes water conservation. In addition, Title 20 addresses Public Utilities and Energy and includes appliance efficiency standards that promote conservation. Various sections of the Health and Safety Code also regulate water use. New state legislation, Senate Bill (SB) 221 and SB 610, addressing water supply was signed into law on October 9, 2001, and became effective January 1, 2002.

SB 221 (Kuehl), which relates land use development to water supplies, requires written verification from a water provider that sufficient water supply is available to serve a proposed subdivision or that the local agency make a specified finding that sufficient water supplies are or will be available prior to completion of a project. As SB 221 applies to residential subdivisions of 500 units or more, it would not apply to the proposed Project. Moreover, section 66473.7(i) of the Water Code exempts "…any residential project proposed for a site that is within an urbanized area and has been previously developed for urban uses, or where the immediate contiguous properties surrounding the residential project site are, or previously have been, developed for urban uses…" Thus, because the site is in an urbanized area, has been previously developed for urban uses, and is bordered by properties developed for urban uses, the Project would fall under the above exemption to SB 221. For these reasons, no written verification is required. However, based on DWP's most recent Urban Water Management Plan, sufficient water supply is expected to be available to serve the Project.

SB 610 (Costa), which also relates land use development to water supplies, requires that at the time a city determines that an EIR or negative declaration is required, a water supply

assessment be prepared by the appropriate water agencies. However, this requirement applies only to projects of a certain size or scope. Specifically, a water supply assessment is only required for residential projects of 500 units or more. As the Project includes 310 units at build-out, the requirements of SB 610 are not applicable.

Because official water demand projections and major improvements to the City's water system are based on growth forecasts including population projections by the Southern California Association of Governments (SCAG), forecasts accommodate development of residential projects such as the proposed Project. Population projections for the region include water consumption resources to accommodate such growth through contracts with the Metropolitan Water District for additional water supply as necessary. Therefore, sufficient water supplies would be available to serve the Project from existing entitlements and resources, and new or expanded entitlements would not be necessary. The estimated water demand generated by the proposed Project would not have a significant impact. Further analysis of this issue is not required and no mitigation measures are necessary.

e.) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. The Project would be integrated into the City of Los Angeles wastewater treatment system. As described in Response XVI.a., the Hyperion Treatment Plant would have adequate capacity to serve the Project. Any impact would be less than significant. Further analysis of this issue is not required and no mitigation measures are necessary.

f.) Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?

Less Than Significant Impact. Solid waste management services in the City of Los Angeles are provided by the City of Los Angeles, Bureau of Sanitation, various private companies, and Sanitation District of Los Angeles County. Solid waste generated on-site would be collected and transported by a private contractor. Thus, collection and transport of Project-related solid waste would have no impact on public services. Site-generated solid waste would be disposed of at one of several Class III landfills located within Los Angeles County. Although Bradley Landfill is scheduled for closure in 2007, the Puente Hills Landfill was issued a conditional use permit to allow landfill operations through 2013 and to provide 38 million tons of additional capacity.[33] The Puente Hills Landfill will also include a materials recovery facility

[33] *County Sanitation Districts of Los Angeles County, Puente Hills Landfill Fact Sheet, Revised November 2003.*

(MRF) to recover recyclable materials from commercial waste. The Puente Hills MRF is currently under construction with scheduled completion by 2004.[34] In addition, permitting for new rail haul landfills in Imperial County (Mesquite Regional Landfill) and Riverside County (Eagle Mountain Landfill) are currently moving forward. The Mesquite Regional Landfill is scheduled to open for rail shipments of waste in 2009. The Eagle Mountain Landfill is in the preliminary planning stages and escrow has not closed on this property, due in part to pending federal litigation.[35]

Based on City of Los Angeles solid waste generation factors, the proposed 310 dwelling units would generate approximately 3,791 pounds of solid waste per day.[36] In addition, the commercial portion of the proposed Project, with an estimated 27 employees, would generate approximately 284 pounds of solid waste per day.[37] Total solid waste generated by the proposed Project is thus estimated to be approximately 4,075 pounds per day. The estimated Project-related waste generation would be equivalent to approximately 0.007 percent of the most recently registered (year 2000) solid waste disposed of in the City of Los Angeles, representing a small fraction of the regional waste generated.[38] In addition, these waste generation factors do not account for recycling or other waste diversion measures which would further reduce the amount of solid waste disposed of at Class III landfills. Examples of such efforts include resource conservation per the provisions of the California Integrated Waste Management Act of 1989 (AB 939) and the diversion of waste to transformation (waste-to-energy) facilities or to intermodal facilities that transport the waste by rail to facilities outside of the County. According to the City of Los Angeles Bureau of Sanitation, through implementation of AB 939 requirements, the City achieved waste diversion of 58.8 percent in 2000.[39] The City has adopted the goal of achieving a 70 percent diversion by 2020. As such, the impact of the solid waste generated by the proposed Project on the capacity of existing landfills in Los Angeles County would be less than significant. Therefore, further analysis of this issue is not required and mitigation measures are not necessary.

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[34] *County Sanitation Districts of Los Angeles County, Puente Hills Landfill Fact Sheet, Revised November 2003.*

[35] *John D. Kilgore, Supervising Engineer, Planning Section, County Sanitation Districts of Los Angeles, correspondence received on the Draft Environmental Impact Report for PacifiCenter at Long Beach, March 3, 2004.*

[36] *Based on a generation rate of 12.23 pounds per household per day for residential uses, as referenced in the City of Los Angeles CEQA Thresholds Guide, May 1998.*

[37] *Based on a generation rate of 10.53 pounds per employee per day for commercial use, as referenced in the City of Los Angeles CEQA Thresholds Guide, May 1998.*

[38] *This is based on the total solid waste disposal rate in the City of Los Angeles for the year 2000, which was approximately 3.9 million tons, as documented by the California Integrated Waste Management Board. Available at: www.ciwmb.ca.gov/profiles/juris.*

[39] *City of Los Angeles Bureau of Sanitation, Year 2000 AB 939 Report, available at www.lacity.org/SAN/srcrd/ab939y2000/ab939y2000.pdf, July 31, 2002.*

Construction of the proposed Project would generate demolition debris. Under California Public Resources Code 42912 the California Integrated Waste Management Board (CIWMB) is developing a model ordinance and other measures that would encourage local governments to increase their diversion of construction and demolition waste materials from landfills. Demolition debris not re-used on-site or recycled, would be disposed of at one of several unclassified landfills within Los Angeles County. Since unclassified landfills in the County do not generally have capacity constraints, inert landfills serving the site would have sufficient capacity to accommodate Project construction solid waste disposal needs and no impact would occur. Further analysis of this issue is not required and no mitigation measures are required.

g.) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. Solid waste management is guided by the California Integrated Waste Management Act (AB 939), which emphasizes resource conservation through reduction, recycling, and reuse of solid waste and mandates that 50 percent of the solid waste in the State be diverted from landfills as of 2000. The Act requires that localities conduct a Solid Waste Generation Study (SWGS) and develop a Source Reduction Recycling Element (SRRE). The City of Los Angeles prepared a Solid Waste Management Policy Plan that was adopted by the City Council in 1994.

The proposed Project would operate in accordance with the City's Solid Waste Management Policy Plan in addition to applicable federal and state regulations associated with solid waste. As described in City Ordinance No. 171,687, development of the multi-family residential and commercial uses would require the provision of areas for collecting and loading recyclable materials. Since the proposed Project would comply with federal, state, and local statutes and regulations related to solid waste, no impact would occur. Further analysis of this issue is not required and mitigation measures are not necessary.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

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

Potentially Significant Impact. Based on the analysis contained in this Initial Study, aspects of the Project have the potential for significant impacts. An Environmental Impact Report will be prepared to analyze and document these potentially significant impacts. Though these impacts are not expected to reduce or eliminate any plant or animal species, or destroy prehistoric records of the past, they do have the potential to degrade the environment. Therefore, whether the Project has the potential to degrade the quality of the environment will be addressed in the Environmental Impact Report.

b.) Does the Project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).

Potentially Significant Impact. The potential for cumulative impacts occurs when the independent impacts of the Project are combined with the impacts of related projects in proximity to the Project Site such that impacts occur that are greater than the impacts of the Project alone.

In evaluating the potential for cumulative impacts, environmental issues can be grouped together, to a certain extent, based on the nature of the potential impacts as analyzed in this Initial Study. Some aspects of the Project have been identified as having the potential for significant environmental impacts and will be analyzed and documented in an EIR. Therefore, the potential for cumulative impacts related to Aesthetics, Air Quality, Land Use, Noise, and Traffic, resulting from the Project in conjunction with related projects cannot be fully determined at this time and must also be analyzed and documented in the EIR.

The potential for significant cumulative impacts from the impacts of other environmental issues that are not to be analyzed and documented in the EIR can be assessed. Cumulative impacts are concluded to be less than significant for those issues for which it has been determined that the Project would have no contributory impact. Environmental issues meeting

this criterion include agricultural resources, biological resources, and mineral resources, parks and recreation. In addition, the Project and the related projects are expected to comply with applicable federal, state and City regulations that would preclude significant cumulative impacts with regard to geology and soils, cultural resources, hazards and hazardous materials, hydrology and water quality, and utilities.

Any increase in area population and employment resulting from the Project and related projects are expected to be within City and SCAG growth forecasts; therefore, less-than-significant cumulative impacts to population or housing are expected. Similarly, the new demands on public services such as fire protection, police protection, schools, parks, recreation and solid waste generation resulting from the Project and the related projects would be less than significant as the service providers monitor growth and adjust their resources accordingly, subject to City Council support. Due to the shared urban infrastructure, the wastewater generation, stormwater discharge and the consumption of water by the Project and the related projects could have a cumulative impact. During the approval process for each related project, utility system capacity must be demonstrated. As the service providers conduct ongoing evaluations to ensure facilities are adequate to serve the forecasted growth of the community, cumulative impacts on utilities are concluded to be less than significant. Therefore, only those aspects of the Project to be analyzed and documented in the EIR are concluded to have the potential for significant cumulative impacts.

c.) Does the Project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. Construction and operation of the proposed Project could result in environmental effects that could have substantial adverse effects on human beings, either directly or indirectly. These potential effects could be associated with aesthetics, air quality, land use, noise, and transportation. These potential impacts will be analyzed further with feasible mitigation measures incorporated, as necessary.

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801

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MAYOR

EXECUTIVE OFFICES

CON HOWE
DIRECTOR
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(213) 978-1273

GORDON B. HAMILTON
DEPUTY DIRECTOR
(213) 978-1272

ROBERT H. SUTTON
DEPUTY DIRECTOR
(213) 978-1274

FAX: (213) 978-1275

INFORMATION
(213) 978-1270
www.lacity.org/PLN

September 2, 2004

NOTICE OF PREPARATION AND PUBLIC SCOPING MEETING ENVIRONMENTAL IMPACT REPORT

EAF NO.: ENV-2004-3812-EIR
PROJECT NAME: Villa Marina
PROJECT LOCATION/ADDRESS: 13480, 13490 Maxella Avenue; 4350, 4356, 4358 Lincoln Blvd.
COMMUNITY PLANNING AREA: Palms - Mar Vista - Del Rey
COUNCIL DISTRICT: 11
DUE DATE FOR PUBLIC COMMENTS: October 1, 2004

PROJECT DESCRIPTION: General Plan Amendment (from Limited Commercial to General Commercial), Zone Change (from M1 to RAS4), Tentative Tract Map, Conditional Use Permit, Coastal Development Permit, and Site Plan Review to allow a mixed-use development consisting of 310 residential condominium units and 9,000 square feet of retail uses. The project involves the demolition of five commercial and restaurant buildings totaling approximately 30,000 square feet. Parking accommodations include a one-level subterranean, second-level podium, and surface level parking totaling 691 spaces. The project site area is 4.04 acres.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Aesthetics, Air Quality, Land Use/Planning, Noise, Transportation/Traffic, and Mandatory Findings of Significance.

PUBLIC SCOPING MEETING LOCATION, DATE AND TIME: The public scoping meeting will be held from 6:00 p.m. to 8:00 p.m. at the Westchester Municipal Building. The scoping meeting will provide information regarding the proposed project's environmental implications and the scope of analysis to be contained in the EIR. The City Planning Department encourages all interested individuals and organizations to attend this meeting.

Tuesday, September 14, 2004
6:00 p.m. to 8:00 p.m.
Westchester Municipal Building
7166 W. Manchester Blvd.
Westchester, CA 90045

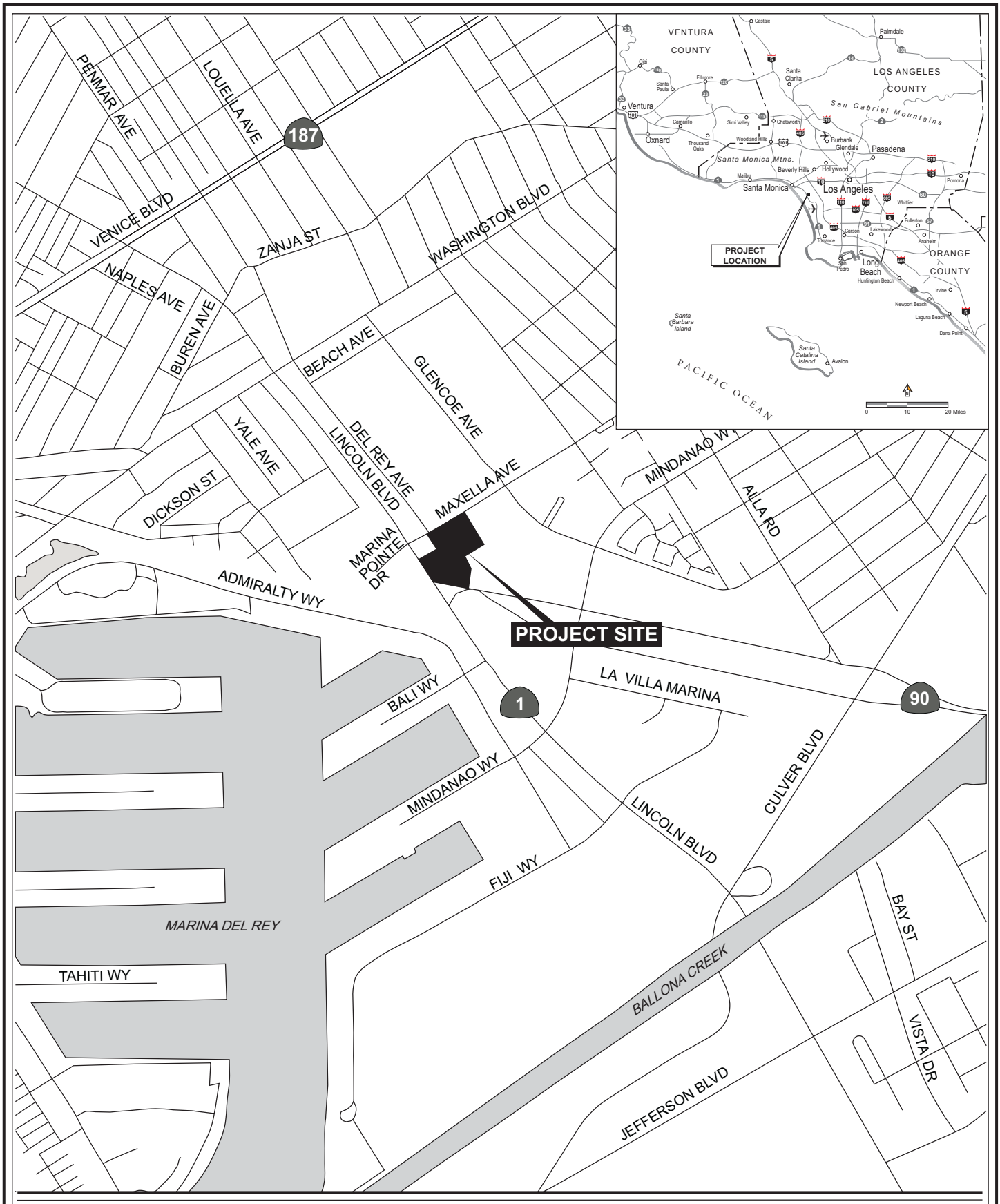


Figure 1
Vicinity Map

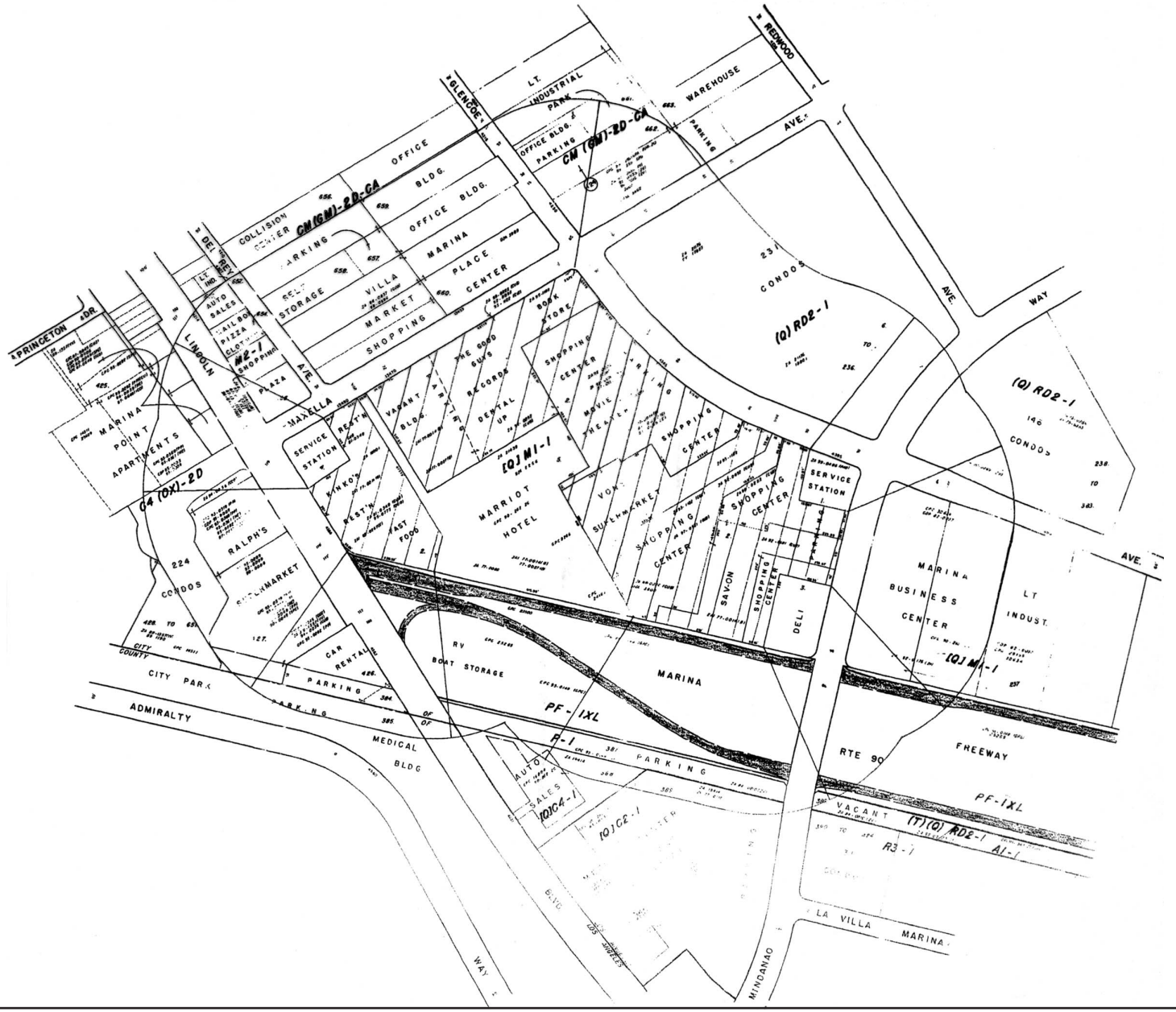
Source: PCR Services Corporation, 2004

PCR

Scale not provided

Source: The Olson Company 2004.

Figure 2
Plot Plan



PCR

Scale not provided

Source: GC Mapping Service

Figure 3
Radius Map

APPENDIX A-3

NOP Written Comment Letters

Arnold
Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Jan Boel
Acting Director

Notice of Preparation

August 31, 2004

To: Reviewing Agencies

Re: Villa Marina
SCH# 2004081198

Attached for your review and comment is the Notice of Preparation (NOP) for the Villa Marina draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Nicholas Hendricks
Los Angeles City Planning Department
200 No. Spring Street, Room 763
Los Angeles, CA 90012

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2004081198
Project Title Villa Marina
Lead Agency Los Angeles City Planning Department

Type NOP Notice of Preparation

Description General Plan Amendment, Zone Change, Tentative Tract Map, Conditional Use Permit, Coastal Development Permit, and Site Plan Review to allow a mixed-use development consisting of 310 residential condominium units and 9,000 sf of retail use. Parking accommodations include a one-level subterranean, second-level podium, and surface level parking totaling 691 spaces.

Lead Agency Contact

Name Nicholas Hendricks
Agency Los Angeles City Planning Department
Phone (213) 978-1355 **Fax**
email
Address 200 No. Spring Street, Room 763
City Los Angeles **State** CA **Zip** 90012

Project Location

County Los Angeles
City Los Angeles, City of
Region
Cross Streets Lincoln / Maxella / SR 90
Parcel No. 4212-004-012, 017
Township **Range** **Section** **Base**

Proximity to:

Highways SR 90, SR 1
Airports
Railways
Waterways Marina del Rey
Schools Local District D-LAUSD - Westminster Elementary, Mark Twain Midd
Land Use Restaurants and Commercial Office / M1 zone / Limited Commercial Plan Designation

Project Issues Aesthetic/Visual; Air Quality; Cumulative Effects; Landuse; Traffic/Circulation

Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 4; Department of Parks and Recreation; Native American Heritage Commission; Department of Water Resources; Department of Fish and Game, Region 5; Department of Health Services; California Highway Patrol; Caltrans, District 7

Date Received 08/31/2004 **Start of Review** 08/31/2004 **End of Review** 09/29/2004

Note: Blanks in data fields result from insufficient information provided by lead agency.

D. Distribution List — County: Los Angeles — SC... 2004101060

esources Agency

- [ ] **Resources Agency**
  Nadell Gayou
- [ ] **Dept. of Boating & Waterways**
  David Johnson
- [ ] **California Coastal Commission**
  Elizabeth A. Fuchs
- [ ] **Colorado River Board**
  Gerald R. Zimmerman
- [ ] **Dept. of Conservation**
  Roseanne Taylor
- [ ] **California Energy Commission**
  Environmental Office
- [ ] **Dept. of Forestry & Fire Protection**
  Allen Robertson
- [ ] **Office of Historic Preservation**
  Wayne Donaldson
- [ ] **Dept of Parks & Recreation**
  B. Noah Tilghman
  Environmental Stewardship Section
- [ ] **Reclamation Board**
  DeeDee Jones
- [ ] **Santa Monica Mountains Conservancy**
  Paul Edelman
- [ ] **S.F. Bay Conservation & Dev't. Comm.**
  Steve McAdam
- [ ] **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou

Fish and Game

- [ ] **Dept. of Fish & Game**
  Scott Flint
  Environmental Services Division
- [ ] **Dept. of Fish & Game 1**
  Donald Koch
  Region 1
- [ ] **Dept. of Fish & Game 2**
  Banky Curtis
  Region 2
- [ ] **Dept. of Fish & Game 3**
  Robert Floerke
  Region 3
- [ ] **Dept. of Fish & Game 4**
  William Laudermilk
  Region 4
- [ ] **Dept. of Fish & Game 5**
  Don Chadwick
  Region 5, Habitat Conservation Program
- [ ] **Dept. of Fish & Game 6**
  Gabrina Gatchel
  Region 6, Habitat Conservation Program
- [ ] **Dept. of Fish & Game 6 I/M**
  Tammy Allen
  Region 6, Inyo/Mono, Habitat Conservation Program
- [ ] **Dept. of Fish & Game M**
  George Isaac
  Marine Region

Other Departments

- [ ] **Food & Agriculture**
  Steve Shaffer
  Dept. of Food and Agriculture
- [ ] **Dept. of General Services**
  Robert Sleppy
  Environmental Services Section
- [ ] **Dept. of Health Services**
  Wayne Hubbard
  Dept. of Health/Drinking Water

Independent Commissions,Boards

- [ ] **Delta Protection Commission**
  Debby Eddy
- [ ] **Office of Emergency Services**
  Dennis Castrillo
- [ ] **Governor's Office of Planning & Research**
  State Clearinghouse

_____

- [ ] Native American Heritage Comm.
  Debbie Treadway
- [ ] **Public Utilities Commission**
  Ken Lewis
- [ ] **State Lands Commission**
  Jean Sarino
- [ ] **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

Business, Trans & Housing

- [ ] **Caltrans - Division of Aeronautics**
  Sandy Hesnard
- [ ] **Caltrans - Planning**
  Terri Pencovic
- [ ] **California Highway Patrol**
  John Olejnik
  Office of Special Projects
- [ ] **Housing & Community Development**
  Lisa Nichols
  Housing Policy Division

Dept. of Transportation

- [ ] **Dept. of Transportation 1**
  Mike Eagan
  District 1
- [ ] **Dept. of Transportation 2**
  Don Anderson
  District 2
- [ ] **Dept. of Transportation 3**
  Jeff Pulverman
  District 3
- [ ] **Dept. of Transportation 4**
  Tim Sable
  District 4
- [ ] **Dept. of Transportation 5**
  David Murray
  District 5
- [ ] **Dept. of Transportation 6**
  Marc Birnbaum
  District 6
- [ ] **Dept. of Transportation 7**
  Cheryl J. Powell
  District 7
- [ ] **Dept. of Transportation 8**
  John Pagano
  District 8
- [ ] **Dept. of Transportation 9**
  Gayle Rosander
  District 9
- [ ] **Dept. of Transportation 10**
  Tom Dumas
  District 10
- [ ] **Dept. of Transportation 11**
  Mario Orso
  District 11
- [ ] **Dept. of Transportation 12**
  Bob Joseph
  District 12

Cal EPA

Air Resources Board

- [ ] Airport Projects
  Jim Lerner
- [ ] Transportation Projects
  Kurt Karperos
- [ ] Industrial Projects
  Mike Tollstrup

- [ ] **California Integrated Waste Management Board**
  Sue O'Leary
- [ ] **State Water Resources Control Board**
  Jim Hockenberry
  Division of Financial Assistance
- [ ] **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] **State Water Resouces Control Board**
  Steven Herrera
  Division of Water Rights
- [ ] **Dept. of Toxic Substances Control**
  CEQA Tracking Center

Regional Water Quality Control Board (RWQCB)

- [ ] **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- [ ] **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] **RWQCB 3**
  Central Coast Region (3)
- [ ] **RWQCB 4**
  Jonathan Bishop
  Los Angeles Region (4)
- [ ] **RWQCB 5S**
  Central Valley Region (5)
  - [ ] **RWQCB 5F**
    Central Valley Region (5)
    Fresno Branch Office
  - [ ] **RWQCB 5R**
    Central Valley Region (5)
    Redding Branch Office
- [ ] **RWQCB 6**
  Lahontan Region (6)
  - [ ] **RWQCB 6V**
    Lahontan Region (6)
    Victorville Branch Office
- [ ] **RWQCB 7**
  Colorado River Basin Region (7)
- [ ] **RWQCB 8**
  Santa Ana Region (8)
- [ ] **RWQCB 9**
  San Diego Region (9)

- [ ] Other _____

_____

Last Updated on 7/29/04

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF PUBLIC TRANSPORTATION
AND REGIONAL PLANNING
IGR/CEQA BRANCH
120 SOUTH SPRING STREET
LOS ANGELES, CA 90012
PHONE (213) 897-3747
FAX (213) 897-1337

Flex your power!
Be energy efficient!

September 28, 2004

Mr. Nicholas Hendricks
City of Los Angeles, Planning Department
200 North Spring Street, Suite 761
Los Angeles, CA 90012

Re: ***Villa Marina - NOP of Draft EIR***
IGR/CEQA 040906/EA, SCH#2004081198
Vic. LA / 001 /PM 30.00 – 32.00

Dear Mr. Hendricks

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed Villa Marina mixed-use development project. The project would include construction of 310 residential condominium units and approximately 9,000 square feet of retail space. The project site is located at the northeast corner of Lincoln Boulevard and State Route 90. After a review of the information submitted, we have the following comments:

- To help us evaluate project –related traffic impacts on Lincoln Boulevard (State Route 1), we request that a traffic impact study be prepared. The traffic study should include a peak-hour analysis of the intersections at Lincoln Boulevard / Marina Freeway (SR-90). Previous traffic impact studies performed for the area project that this intersection would operate at unacceptable levels of service and find that mitigation measures are unfeasible (KAKU & Associates TIS for Symantec Office Complex in Culver City). We encourage the City and applicants to consult with this Department to explore feasible and mutually acceptable traffic mitigation measures. Declaring traffic impacts unfeasible and unavoidable without consultation with this Department is unacceptable. Please contact the undersigned to arrange a meeting to discuss traffic impacts and possible mitigation measures.

  Generally we request that traffic studies include the following information:
  1. Existing traffic volume counts during AM and PM peak periods.
  2. Level of Service before and after development
  3. Future conditions should include both project, and project plus cumulative traffic.
  4. Discussion of mitigation measures appropriate to alleviate any anticipated traffic impacts, including sharing of mitigation costs.

  For additional information, please refer to our Guide for the preparation of Traffic Impact Studies at: http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf

- Because the project borders State right-of-way, it would need an encroachment permit from this Department. Please contact or Office of Permits to obtain details about requirements needed.

- We note the project would need a zone change and a general plan amendment. Has the City consider other development alternatives for this site? How does this project help achieving the goals established in the City's General Plan?

- Please include an update of the relinquishment process of Lincoln Boulevard?

If you have any questions, you may call me at (213) 897-3747 and refer to IGR/CEQA record number 040906/EA.

Sincerely,

Cheryl Powell

CHERYL J. POWELL
IGR/CEQA Program Manager
Caltrans, District 7

cc: Scott Morgan, State Clearinghouse

STATE OF CALIFORNIA Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 384
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax

September 13, 2004

RECEIVED
CITY OF LOS ANGELES
SEP 14 2004
ENVIRONMENTAL
UNIT

Nicholas Hendricks
Los Angeles City Planning Department
200 No. Spring Street, Rm. 763
Los Angeles, CA 90012

RE: SCH# 2004081198 - Villa Marina, City and County of Los Angeles

Dear Mr. Hendricks:

The Native American Heritage Commission has reviewed the Notice of Preparation (NOP) regarding the above project. It contained no information regarding potential impacts to cultural resources. To adequately identify and mitigate project related impacts on archaeological resources, the Commission recommends the following actions be required:

- ✓ Contact the appropriate Information Center for a record search to determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check.
  - A list of appropriate Native American Contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Rob Wood
Environmental Specialist III
(916) 653-4040

CC: State Clearinghouse

NATIVE AMERICAN CONTACTS
Los Angeles County
September 13, 2004

Samuel H. Dunlap
P.O. Box 1391
Temecula , CA 92593
(909) 262-9351 (Cell)
(909) 693-9196 FAX
Gabrielino
Cahuilla
Luiseno

Gabrieleno/Tongva Tribal Council
Anthony Morales, Chairperson
PO Box 693
San Gabriel , CA 91778
(626) 286-1632
(626) 286-1262 Fax
(626) 286-1758 (Home)
Gabrielino Tongva

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th Street, Rm. 403
Los Angeles , CA 90020
(213) 351-5308
(213) 386-3995 FAX

Craig Torres
713 E. Bishop
Santa Ana , CA 92701
(714) 542-6678
Gabrielino Tongva

Ti'At Society
Cindi Alvitre
6602 Zelzah Avenue
Reseda , CA 91335
(714) 504-2468 Cell
Gabrielino

Coastal Gabrieleno Diegueno
Jim Velasques
5776 42nd Street
Riverside , CA 92509
(909) 784-6660
Gabrielino
Kumeyaay

Gabrielino Tongva Indians of California Tribal Council
John Tommy Rosas, Vice Chair/Environmental
4712 Admiralty Way, Suite 172
Marina Del Rey, CA 90202
hhcc@mcn.org
310-570-0440
Gabrielino Tongva

Gabrielino/Tongva Council / Gabrielino Tongva Nation
501 Santa Monica Blvd., Suite 500
Santa Monica 90401-2415
, CA
(310) 587-2203
(310) 587-2281 Fax
Gabrielino Tongva

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed SCH# 2004061190 - Villa Marina, City and County of Los Angeles.

NATIVE AMERICAN CONTACTS
Los Angeles County
September 13, 2004

Gabrielino Band of Mission Indians of CA
Ms. Susan Frank
PO Box 3021 Gabrielino
Beaumont , CA 92223
(909) 647-0094: Phone/FAX

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Tribal Chair/Cultural Resources
5450 Slauson, Ave, Suite 151 PMB Gabrielino Tongva
Culver City , CA 90230-6
gtongva@earthlink.net
562-761-6417 - voice
562-920-9449 - fax

Gabrielino Tongva Indians of California Tribal Council
Mercedes Dorame, Tribal Administrator
20990 Las Flores Mesa Drive Gabrielino Tongva
Malibu , CA 90202
Pluto05@hotmail.com

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7060.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed SCH# 2004091166 - Villa Marina, City and County of Los Angeles.

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

September 21, 2004

Mr. Nicholas Hendricks, Environmental Review Coordinator
Environment Review Section
Department of City Planning
200 N. Spring Street, Room 761
Los Angeles, CA 90012

RE: SCAG Clearinghouse No. I20040608 Villa Marina

Dear Mr. Hendricks:

Thank you for submitting the **Villa Marina** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Villa Marina**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). The proposed project is not a residential development of more than 500 dwelling units, or a proposed shopping center or business establishment employing more than 1,000 persons or encompassing more than 500,000 square feet of floor space. Therefore, the proposed Project does not warrant comments at this time. It is not necessary to send/provide us a copy of the Final EIR for this Project. However, please provide us with a Notice of Availability for the Final EIR. Please be sure that the Notice includes a complete project description and comment due date. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

A description of the proposed Project was published in SCAG's **September 1-15, 2004** Intergovernmental Review Clearinghouse Report for public for review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Regional Planner
Intergovernmental Review

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

September 9, 2004

Mr. Nicholas Hendricks
Environmental Review Coordinator
Environmental Review Section
Department of City Planning
200 N. Spring Street, Room 761
Los Angeles, CA 90012

Dear Mr. Hendricks:

Notice of Preparation of a Draft Environmental Impact Report for Villa Marina

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion.

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2002 Model. This model is available on the CARB Website at: www.arb.ca.gov.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air

Protecting the air that we breathe

quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, SCAQMD's Rule 403 -- Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (http://www.aqmd.gov).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

Steve Smith

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:li

LAC040903-01LI
Control Number

Beaches & Harbors

To enrich lives through effective and caring service

Stan Wisniewski
Director

Kerry Gottlieb
Chief Deputy

September 30, 2004

Nicholas Hendricks
Environmental Review Section
Department of City Planning
200 N Spring Street, Room 761
Los Angeles, CA 90012

VIA FAX: 213/978.1343

VILLA MARINA – ENV-2004-3812-EIR

Dear Mr. Hendricks:

We received your Notice of Preparation and Public Scoping Meeting announcement for the above-referenced project at the corner of Lincoln Blvd. and Maxella Avenue. After consideration of the possible project impacts, the Department would like your team to primarily focus their attention on (1) presumed further degradation of local and regional traffic conditions affecting Lincoln Blvd. (SR-1) and the Marina Freeway (SR-90), and (2) a thorough analysis of local and regional park and recreation demand and facilities. The cumulative impact of regional growth in the vicinity of this project is of great concern to the County of Los Angeles, as its impact on traffic ingress and egress and park facilities have added a significant burden to Marina del Rey infrastructure

In addition, the County Department of Public Works requests that they be included in the scoping process and that your cumulative traffic analyses include intersections within and around Marina del Rey. Public Works also suggests that a full analysis of trip mitigation fees address suitable mitigation measures and regional traffic improvements that can reduce cumulative traffic impacts arising from the subject project.

In addition to the undersigned, please provide further notices and copies of the Draft EIR to the following:

Barry Kurtz, PE
Los Angeles County Department of Public Works
Traffic & Lighting Division
1000 S. Fremont Ave., Building A-9E, 4th Floor
Alhambra, CA 91803
Tel: 626-300-4724

For your information, both Departments serve with LADOT as members of the multi-jurisdictional Lincoln Corridor Task Force (LCTF), which focuses on projects in the greater Marina del Rey area and their impact on regional traffic. Recent work by the LCTF includes recommendations for improvements to the "Lincoln Corridor" adjacent to the subject project, which should be incorporated into its design

If you have any questions, please contact Ms. Julie Carpenter, AICP, Planner, at 310-305-9530. or me, at (310) 305-9533

Very truly yours,

STAN WISNIEWSKI, DIRECTOR

Joseph Chesler, AICP
Chief, Planning Division

SW:JJC:jac

cc: Barry Kurtz, P.E.
Jay Kim, LADOT
Tom Carranza, LADOT

CITY OF LOS ANGELES
CALIFORNIA

JAMES K. HAHN
MAYOR

DEPARTMENT OF FIRE

200 NORTH MAIN STREET
LOS ANGELES, CA 90012

WILLIAM R. BAMATTRE
FIRE CHIEF

(213) 485-6003
FAX: (213) 485-8247

http://www.lafd.org

September 3, 2004

Nicholas Hendriks, Environmental Review Coordinator
Environmental Review Section
Department of City Planning
200 N. Spring St., Room761
Los Angeles CA 90012

VILLA MARINA MIXED USE DEVELOPMENT

PROJECT LOCATION

The area bounded by Lincoln Bl, Maxella Av, Glencoe Av, Mindanao Way, and SR 90 (Marina Freeway), excluding that portion occupied by the Marriot Hotel.

PROJECT DESCRIPTION

Demolition of 5 commercial buildings totaling approximately 30,000 square feet and construction of a mixed-use development consisting of 310 residential condominium units and 9,000 square feet of retail space. The area of the site is 4.04 acres.

The following comments are furnished in response to your request for this Department to review the proposed development:

A. Fire Flow

The adequacy of fire protection for a given area is based on required fire-flow, response distance from existing fire stations, and this Department's judgment for needs in the area. In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard.

Fire-flow requirements vary from 2,000 gallons per minute (G.P.M.) in low Density Residential areas to 12,000 G.P.M. in high-density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch (P.S.I.) is to remain in the water system, with the required gallons per minute flowing. The required fire-flow for this project has been set at 6,000 G.P.M. from 4 fire hydrants flowing simultaneously.

B. Response Distance, Apparatus, and Personnel

The Fire Department has existing fire stations at the following locations for initial response into the area of the proposed development:

Fire Station No. 63
1930 Shell Avenue
Venice, CA 90291
Task Force Truck and Engine Company
Paramedic Rescue Ambulance
Staff – 12
Miles – 1.27

Fire Station No. 62
3631 Centinela Avenue
Los Angeles, CA 90066
Single Engine Company
Staff – 4
Miles – 2.23

Fire Station No. 5
6621 W. Manchester Avenue
Los Angeles, CA 90045
Task Force Truck and Engine Company
Paramedic Rescue Ambulance
Battalion 4 Headquarters
Staff – 13
Miles 3.09

The above distances were computed to Lincoln Blvd. / Maxella Ave.

C. Firefighting Access

Access for Fire Department apparatus and personnel to and into all structures shall be required.

During demolition, the Fire Department access will remain clear and unobstructed.

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to entry door of any dwelling unt or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.

It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building.

This policy does not apply to single-family dwellings or to non-residential buildings.
(POLICY FOR APPLICATION OF L.A.M.C. 57.09.03.B Exception, Los Angeles Fire Department, Fire Prevention Bureau, Effective: July 1, 2004)

Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.

Adequate public and private fire hydrants shall be required.

Please include LADWP in your mailing list and address it to the undersigned in Room 1044. We look forward to reviewing your environmental document for the proposed project. If there are any additional questions, please contact Ms. Nadia Dale of my staff at (213) 367-1745.

Sincerely,

Charles C Holloway

Charles C. Holloway
Supervisor of Environmental Assessment

ND:gc
Enclosures
c: Mr. Alvin Bautista
Mr. Hugo Torres
Mr. Kris Jolley
Mr. Thomas Gackstetter
Mr. Steve Matsuda
Mr. William Glauz
Ms. Josephine Gonzalez
Ms. Nadia Dale

LADWP WATER AND ENERGY CONSERVATION MEASURES

IMPACT OF THE PROPOSED PROJECT ON THE WATER SYSTEM AND METHODS OF CONSERVING WATER LOS ANGELES DEPARTMENT OF WATER AND POWER

IMPACT ON THE WATER SYSTEM

If the estimated water requirements for the proposed project can be served by existing water mains in the adjacent street(s), water service will be provided routinely in accordance with the Los Angeles Department of Water and Power's (LADWP) Rules and Regulations. If the estimated water requirements are greater than the available capacity of the existing distribution facilities, special arrangements must be made with the LADWP to enlarge the supply line(s). Supply main enlargement will cause short-term impacts on the environment due to construction activities.

In terms of the City's overall water supply condition, the water requirement for any project that is consistent with the City's General Plan has been taken into account in the planned growth in water demand. Together with local groundwater sources, the City operates the Los Angeles-Owens River Aqueduct and purchases water from the Metropolitan Water District of Southern California. These three sources, along with recycled water, will supply the City's water needs for many years to come.

Statewide drought conditions in the mid-1970s and late 1980s dramatically illustrated the need for water conservation in periods of water shortage. However, water should be conserved in Southern California even in years of normal climate because efficient use of water allows increased water storage for use in dry years as well as making water available for beneficial environmental uses. In addition, electrical energy is required to treat and deliver all water supplies to the City and the rest of Southern California. Conserving water contributes to statewide energy conservation efforts. Practicing water conservation also results in decreased customer operating costs.

WATER CONSERVATION

LADWP assists residential, commercial, and industrial customers in their efforts to conserve water. Recommendations listed below are examples of measures that conserve water in both new and existing construction:

1. The landscape irrigation system should be designed, installed, and tested to provide uniform irrigation coverage for each zone. Sprinkler head patterns should be adjusted to minimize over spray onto walkways and streets. Each zone (sprinkler valve) should water plants having similar watering needs (do not mix shrubs, flowers and turf in the same watering zone).

Automatic irrigation timers should be set to water landscaping during early morning or late evening hours to reduce water losses from evaporation. Adjust irrigation run times for all zones seasonally, reducing watering times and frequency in the cooler months (fall, winter, spring). Adjust sprinkler timer run times to avoid water runoff, especially when irrigating sloped property.

2. Selection of drought-tolerant, low water consuming plant varieties should be used to reduce irrigation water consumption. For a list of these plant varieties, refer to Sunset Magazine, October 1988, "The Unthirsty 100," pp. 74-83, or consult a landscape architect.

3. The availability of recycled water should be investigated as a source to irrigate large landscaped areas.

4. Ultra-low-flush water closets, ultra-low-flush urinals, and water-saving showerheads must be installed in both new construction and when remodeling. Low flow faucet aerators should be installed on all sink faucets.

5. Significant opportunities for water savings exist in air conditioning systems that utilize evaporative cooling (i.e. employ cooling towers). LADWP should be contacted for specific information on appropriate measures.

6. Recirculating or point-of-use hot water systems can reduce water waste in long piping systems where water must be run for considerable periods before heated water reaches the outlet.

7. Water conserving clothes washers and dishwashers are now available from many manufacturers. Water savings also represent energy savings, in that the water saved by these appliances is typically heated.

More detailed information regarding these and other water conservation measures can be obtained from LADWP's Water Conservation Office by calling (800) 544-4498.

COMMERCIAL ENERGY EFFICIENCY MEASURES

During the design process, the applicant should consult with the Los Angeles Department of Water and Power, Efficiency Solutions Business Group, regarding possible energy efficiency measures. The Efficiency Solutions Business Group encourages customers to consider design alternatives and information to maximize the efficiency of the building envelope, heating, ventilation, and air conditioning, building lighting, water heating, and building mechanical systems. The applicant shall incorporate measures to meet or, if possible, exceed minimum efficiency standards for Title XXIV of the California Code of Regulations. In addition to energy efficiency technical assistance, the Department may offer financial incentives for energy designs that exceed requirements of Title XXIV for energy efficiency.

1. Built-in appliances, refrigerators, and space-conditioning equipment should exceed the minimum efficiency levels mandated in the California Code of Regulations.

2. Install high-efficiency air conditioning controlled by a computerized energy-management system in the office and retail spaces which provides the following:

    - A variable air-volume system which results in minimum energy consumption and avoids hot water energy consumption for terminal reheat;

    - A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods;

    - Sequentially staged operation of air-conditioning equipment in accordance with building demands; and

    - The isolation of air conditioning to any selected floor or floors.

    - Consider the applicability of the use of thermal energy storage to handle cooling loads.

3. Cascade ventilation air from high-priority areas before being exhausted, thereby, decreasing the volume of ventilation air required. For example, air could be cascaded from occupied space to corridors and then to mechanical spaces before being exhausted.

4. Recycle lighting system heat for space heating during cool weather. Exhaust lighting-system heat from the buildings, via ceiling plenums, to reduce cooling loads in warm weather.

5. Install low and medium static-pressure terminal units and ductwork to reduce energy consumption by air-distribution systems.

6. Ensure that buildings are well-sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads. Where applicable, design building entrances with vestibules to restrict infiltration of unconditioned air and exhausting of conditioned air.

7. A performance check of the installed space-conditioning system should be completed by the developer/installer prior to issuance of the certificate of occupancy to ensure that energy-efficiency measures incorporated into the project operate as designed.

8. Finish exterior walls with light-colored materials and high-emissivity characteristics to reduce cooling loads. Finish interior walls with light-colored materials to reflect more light and, thus, increase lighting efficiency.

9. Use a white reflective material for roofing meeting California standards for reflectivity and emissivity to reject heat.

10. Install thermal insulation in walls and *ceilings* which exceeds requirements established by the California Code of Regulations.

11. Design window systems to reduce thermal gain and loss, thus, reducing cooling loads during warm weather and heating loads during cool weather.

12. Install heat-rejecting window treatments, such as films, blinds, draperies, or others on appropriate exposures.

13. Install fluorescent and high-intensity-discharge (HID) lamps, which give the highest light output per watt of electricity consumed, wherever possible including all street and parking lot lighting to reduce electricity consumption. Use reflectors to direct maximum levels of light to work surfaces.

14. Install photo sensitive controls and dimmable electronic ballasts to maximize the use of natural daylight available and reduce artificial lighting load.

15. Install occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption.

16. Install time-controlled interior and exterior public area lighting limited to that necessary for safety and security.

17. Control mechanical systems (HVAC and lighting) in the building with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.

18. Incorporate windowless walls or passive solar inset of windows into the project for appropriate exposures.

19. Design project to focus pedestrian activity within sheltered outdoor areas.

For additional information concerning these conservation measures, please contact Mr. Steve Matsuda, Director of Energy Efficiency Solutions, at (213) 367-4947.

W&P ConsrvtnMeasures v.082802

Distribution Engineering

MEMO BY Michael R. Downs MRD **TO** Nadia Dale **DATE** 09/13/04

FILE TITLE Notice of Preparation and Public Scoping Meeting Environmental Report – Villa Marina

Water Distribution received the attached Notice of Preparation and Public Scoping Meeting Environmental Report for the Villa Marina Project. Below is information regarding the water system in the area.

The Department of Water and Power (DWP) maintains the following water mains near the project area:

1) 12" AC water main in Maxella Avenue (4' north of the south property line of Maxella Avenue)
2) 16" cast iron water main in Lincoln Boulevard (18' west of the east property line of Lincoln Boulevard)
3) 12" AC water main in Glencoe Avenue (4' south of the north property line of Glencoe Avenue)
4) 8" AC water main in Mindanao Way (4' west of the east property line of Mindanao Way).

DWP maintains the following services to the property:

1) two – 1" domestic services
2) fifteen – 2" domestic services
3) one – 4" domestic service
4) two – 4" fire services
5) two – 6" fire services
6) three – 8" fire services.

There are ten fire hydrants which may be affected by the proposed project.

The high and low static water pressure in the area is 86 psi and 56 psi respectively. There are no water service/deficiencies in the project area.

If you have any questions you can contact me at extension 71218.

Enclosure

c: Julie Spacht
Michael R. Downs

106-153

104-153

106-150

106-156

N.108,000

N.106,000

E.134,000

E.138,000

WRIGHT'S ADDITION TO OCEAN PARK

TO OCEAN PARK

LINCOLN BLVD.

PRINCETON DR.

DEL REY AVE.

MAXELLA AVE.

GLENCOE AVE.

MINDANAO WAY

TRACT No 28676
M.B. 835-43 PT. 2

TRACT No 26853
M.B. 804-11

TR. No 22547
M.B. 813-53

TRACT No 25635
M.B. 843-84 PT. 3

PARCEL MAP No 2794
P.M. 66-6

PARCEL MAP No 3991
P.M. 140-1

PARCEL MAP No 1158
P.M. 27-75 D

P.M. No 2340
P.M. 27-75 PT. 8

TRACT No 25165
M.B. 674-50 PT. 2
MARINA DEL REY

LOS ANGELES CITY BOUNDARY
LOS ANGELES COUNTY

MARINA FREEWAY

PACIFIC ELECTRIC RAILWAY R/W

BLVD.

RS. BK. 111-45

DETAIL NOT TO SCALE

NORTH

* ACQUIRED FROM SO. CALIF. WATER CO. 1951

SYMBOLS

SCALE 1" = 100'

FIRE HYDRANTS

REFERENCES

GATE BOOK SECTION

DEPARTMENT OF WATER AND POWER
CITY OF LOS ANGELES
WATER SERVICE MAP
SYSTEM ZONE ELEVATION 285'
DISTRICT WEST LOS ANGELES
106-153

Harwilene
Placed in Service: 8-26-71

September 15, 2004

Nicholas Hendricks, Environmental Review Coordinator
Environmental Review Section
Department of City Planning

Dear Mr Hendricks,
This letter is written in response to the proposed development consisting of 310 residential condominium units and 9,000 square feet of retail uses at the location/address: 13480, 13490 Maxella Avenue: 4350, 4356, 4358 Lincoln Blvd.

As residents in the area for the past 5 years, we have become acutely aware of the increased traffic on Lincoln Blvd. and feeder streets throughout Marina del Rey and Venice due to the new residential development during this short period of time. Commute time has greatly increased with few improvements to the main traffic artery, Lincoln Blvd., and the surrounding streets. Currently the construction of a 126 unit high rise has begun on Marina Pointe Dr. and a multi family residential development is planned for the Oxford Triangle area with a new exit street onto Lincoln Blvd. just south of Washington Blvd. Playa Vista has also added to Lincoln Blvd. traffic and there have been no changes to Lincoln Blvd. between the Culver Blvd. bridge and north through Marina del Rey and Venice.

We have great concern about the construction of this new residential condominium unit project and the effect it will have on traffic and air quality. Also, noise on Lincoln Blvd. has been greatly increased. What steps will the city take to aide in traffic mitigation? So far construction continues to bring more car trips into the area with no accompanying relief for residents. This traffic situation becomes even worse during the summer months when beachgoers from out of the area come to the Marina for a fun day at the beach, a concert, or fireworks.

We strongly object to the addition of these 310 residential condominium units without a MAJOR improvement to Lincoln Blvd. to accommodate the increased traffic. This improvement should be done now, before any future construction projects are approved or started.

Sincerely,

Nancy Thompson
F Thompson

Nancy and Fielding Thompson
Regatta Seaside Homeowners Association
13600 Marina Pointe Dr. #1501
Marina del Rey, CA 90292
310-577-3125

13600 Marina Pointe Dr. #1203
Marina del Rey, CA 90292

September 17, 2004

Nicholas Hendricks
Environmental Review Coordinator
Department of City Planning
200 N.Spring Street, Room 761
Los Angeles, CA 90012

Dear Nicholas Hendricks,

I am writing my comments in opposition of the Villa Marina project (EAF No. ENV-2004-3812-EIR).

The proposed project demolishes the commercial and restaurant properties and replaces them with the significantly smaller retail space. Such conversion not only aesthetically impacts the area (since the open, easy to walk and look around space is proposed to be replaced with a continuous block structure), but also shifts the focus of the area. The balanced residential/restaurants/retailers area becomes mostly residential (there is a lot of residential construction going within 2 mile radius from the proposed project and, at the same time, the anticipated restaurant/retail projects do not happen).

On the other note, before moving into 13600 Marina Pointe Dr. in the year 2000, I've factored in the projected construction of the two additional buildings and their adverse impact on the value and quality of life in the my unit. More years of construction around the building could have changed my analysis substantially.

I hope you would take my comments into consideration when reviewing the proposed project. You may contact me at 310-578-9549.

Respectfully,

Inga Volkhonska

APPENDIX A-4

Public Scoping Meeting Comments

Villa Marina

COMMENTS

Please use this page to submit your comments regarding the scope of the Villa Marina Draft Environmental Impact Report (EIR). You may answer the questions below or discuss any aspect of the Draft EIR in which you are interested. We greatly appreciate your comments and suggestions. Your comments are an important part of creating a comprehensive Draft EIR. Your input will become part of the public record and will be included in the Draft EIR, if submitted by October 1, 2004 (the end of the public comment period).

Please complete the information below and print clearly to ensure that your comments are addressed in the Draft EIR.

Name: Steven Berkowitz Phone: 310-822-3854

Organization (if any): Vice Pres. Board of Director for Villa Velletri Assoc (Condos)

Address: 4305 Redwood Ave. #2 City Marina del Rey State: CA Zip 90292

Email Address (optional): _____

Please use the reverse side if necessary.

1. What environmental issue(s) do you feel should be considered in the Draft EIR for the proposed Villa Marina project?

   Street Traffic/Congestion on Redwood Ave.

2. Are there existing environmental issues or concerns in or around the Villa Marina neighborhood that you feel should be addressed in the Draft EIR?

3. I would like more information on the following Scoping/Draft EIR issue(s):

You may drop your comments in the comment box at the Comments station or mail them to the following address no later than October 1, 2004:

Nicholas Hendricks, Environmental Review Coordinator
Environmental Review Section
Department of City Planning
200 N. Spring Street, Room 761
Los Angeles, CA 990012

RECEIVED
CITY OF LOS ANGELES
SEP 23 2004
ENVIRONMENTAL UNIT

For more information, contact the project hotline at (888)625-5440

Villa Marina

COMMENTS

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Please complete the information below and print clearly to ensure that your comments are addressed in the Draft EIR.

Name: KAREN BURSTYN Phone: 310) 306-2929

Organization (if any):

Address: 4309 REDWOOD AVE #2 City MARINA DEL REY State: CA Zip 90292

Email Address (optional): kb.doggs@verizon.net

Please use the reverse side if necessary.

1. What environmental issue(s) do you feel should be considered in the Draft EIR for the proposed Villa Marina project?
   STREET CONGESTION, PARKING ACCESS, NOISE

2. Are there existing environmental issues or concerns in or around the Villa Marina neighborhood that you feel should be addressed in the Draft EIR?
   NOISE AND ADDITIONAL POLUTION

3. I would like more information on the following Scoping/Draft EIR issue(s):
   WETLANDS CONSERVANCY

You may drop your comments in the comment box at the Comments station or mail them to the following address no later than October 1, 2004:

Nicholas Hendricks, Environmental Review Coordinator
Environmental Review Section
Department of City Planning
200 N. Spring Street, Room 761
Los Angeles, CA 990012

RECEIVED
CITY OF LOS ANGELES
SEP 23 2004
ENVIRONMENTAL UNIT

Villa Marina

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Please complete the information below and print clearly to ensure that your comments are addressed in the Draft EIR.

Name: V. Cumming Phone:

Organization (if any):

Address: 4616 Petrae ST City LA State: CA Zip 90066

Email Address (optional):

Please use the reverse side if necessary.

1. What environmental issue(s) do you feel should be considered in the Draft EIR for the proposed Villa Marina project?

general question

The Playa ~~del~~ Vista buildings are so ugly, yet they were originally sold to the public the same way you are doing.

As far as I can see, you are building the slums of the future.

2. Are there existing environmental issues or concerns in or around the Villa Marina neighborhood that you feel should be addressed in the Draft EIR?

How would this development affect the property that the hospital is on? It would be a disaster to lose the hospital to similar residential/mixed use buildings

3. I would like more information on the following Scoping/Draft EIR issue(s):

You may drop your comments in the comment box at the Comments station or mail them to the following address no later than October 1, 2004:

Nicholas Hendricks, Environmental Review Coordinator
Environmental Review Section
Department of City Planning
200 N. Spring Street, Room 761
Los Angeles, CA 990012

For more information, contact the project hotline at (888)625-5440

Villa Marina

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Please complete the information below and print clearly to ensure that your comments are addressed in the Draft EIR.

Name: J. Fontaine Phone: _____

Organization (if any): _____

Address: P.O. Box 9051 City MDR State CA Zip 90295

Email Address (optional): _____

Please use the reverse side if necessary.

1. What environmental issue(s) do you feel should be considered in the Draft EIR for the proposed Villa Marina project?

None - the entire project should be scraped!

2. Are there existing environmental issues or concerns in or around the Villa Marina neighborhood that you feel should be addressed in the Draft EIR?

Absolutely! You should live here and experience the overload & traffic people & pollution. Build it else where!

3. I would like more information on the following Scoping/Draft EIR issue(s):

You may drop your comments in the comment box at the Comments station or mail them to the following address no later than October 1, 2004:

Nicholas Hendricks, Environmental Review Coordinator
Environmental Review Section
Department of City Planning
200 N. Spring Street, Room 761
Los Angeles, CA 990012

Villa Marina

COMMENTS

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Please complete the information below and print clearly to ensure that your comments are addressed in the Draft EIR.

Name: Suzanne Frieder Phone: 310-306-2331

Organization (if any):

Address: 13600 Marina Pointe Dr City Marina Del Rey State: CA Zip 90292

Email Address (optional):

Please use the reverse side if necessary.

1. What environmental issue(s) do you feel should be considered in the Draft EIR for the proposed Villa Marina project?

   The traffic on Lincoln and Mindanao is already congested, this will make it worse there

2. Are there existing environmental issues or concerns in or around the Villa Marina neighborhood that you feel should be addressed in the Draft EIR?

   already there are concerns about soot from airplanes at LAX, this will only make it worse.

3. I would like more information on the following Scoping/Draft EIR issue(s):

You may drop your comments in the comment box at the Comments station or mail them to the following address no later than October 1, 2004:

Nicholas Hendricks, Environmental Review Coordinator
Environmental Review Section
Department of City Planning
200 N. Spring Street, Room 761
Los Angeles, CA 990012

For more information, contact the project hotline at (888)625-5440

Voice recorded comment from Villa Marina Scoping Meeting
Tuesday, September 14, 2004

My name is Suzanne Frieder I live in the Regatta. My concern is the traffic on Lincoln and Maxella, Lincoln going all the way down to Venice. Already it is jammed and it goes very slowly, so I can't even imagine that even widening the street just a little bit would even make a difference, especially since the cove is going in the water terrace in the regatta. There is just going to be too much traffic. Thank you.

Villa Marina

COMMENTS

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Please complete the information below and print clearly to ensure that your comments are addressed in the Draft EIR.

Name: GEORGE GROSS Phone: _____

Organization (if any): DEL REY NEIGHBORHOOD + HOMEOWNERS ASSOC.

Address: 12220 JUNIETTE City CULVER CITY State: CA Zip 90230

Email Address (optional): _____

Please use the reverse side if necessary.

1. What environmental issue(s) do you feel should be considered in the Draft EIR for the proposed Villa Marina project? TRAFFIC + GENERAL CONGESTION IN THE MARINA AREA.

2. Are there existing environmental issues or concerns in or around the Villa Marina neighborhood that you feel should be addressed in the Draft EIR? THE EFFECTS OF PLAYA VISTA ON THE GENERAL AREA, WAIT AND SEE HOW BAD THE CONGESTION WILL BE WHEN PLAYA VISTA IS COMPLETE BEFORE ALLOWING MORE UNITS TO BE CONSTRUCTED.

3. I would like more information on the following Scoping/Draft EIR issue(s):

YES

You may drop your comments in the comment box at the Comments station or mail them to the following address no later than October 1, 2004:

Nicholas Hendricks, Environmental Review Coordinator
Environmental Review Section
Department of City Planning
200 N. Spring Street, Room 761
Los Angeles, CA 990012

For more information, contact the project hotline at (888)625-5440

Villa Marina

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Please complete the information below and print clearly to ensure that your comments are addressed in the Draft EIR.

Name: JACK GROSS Phone: 310-578-0348

Organization (if any): Lincoln Blvd Associates LLC

Address: 5556 Centinela ave City L.A. State: CA Zip 9066

Email Address (optional): JAKGROSSMARINA@AOL.COM (LC)

Please use the reverse side if necessary.

1. What environmental issue(s) do you feel should be considered in the Draft EIR for the proposed Villa Marina project?

   widen Maxella ave from Lincoln & access to Glencoe

2. Are there existing environmental issues or concerns in or around the Villa Marina neighborhood that you feel should be addressed in the Draft EIR?

   no

3. I would like more information on the following Scoping/Draft EIR issue(s):

You may drop your comments in the comment box at the Comments station or mail them to the following address no later than October 1, 2004:

Nicholas Hendricks, Environmental Review Coordinator
Environmental Review Section
Department of City Planning
200 N. Spring Street, Room 761
Los Angeles, CA 990012

Villa Marina

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Please complete the information below and print clearly to ensure that your comments are addressed in the Draft EIR.

Name: Eleanore Kane Phone: (310) 822-3967

Organization (if any):

Address: 1333 Redwood Ave #5 City M.D.R. State CA Zip 90292

Email Address (optional):

Please use the reverse side if necessary.

1. What environmental issue(s) do you feel should be considered in the Draft EIR for the proposed Villa Marina project?

(1) Traffic + accompanying increased air pollution — it's already a big problem in the marina.

(2) Height of buildings, creating a dense urban environment, destroying our marina community atmosphere.

2. Are there existing environmental issues or concerns in or around the Villa Marina neighborhood that you feel should be addressed in the Draft EIR?

Same as above. I can't see that block being a mixed business and residential block — it should remain strictly business. We need most of the businesses that would be removed.

3. I would like more information on the following Scoping/Draft EIR issue(s):

Who has any control of traffic conditions in L.A.? Someone should put on the brakes on what is becoming an impossible traffic situation.

You may drop your comments in the comment box at the Comments station or mail them to the following address no later than October 1, 2004:

Nicholas Hendricks, Environmental Review Coordinator
Environmental Review Section
Department of City Planning
200 N. Spring Street, Room 761
Los Angeles, CA 990012

Villa Marina

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Please complete the information below and print clearly to ensure that your comments are addressed in the Draft EIR.

Name: CAROL KIRSCHENBAUM Phone: _____

Organization (if any): _____

Address: 13600 MARINA POINTE DR. #608 City MARINA del REY State: CA Zip 90292

Email Address (optional): CM kirsch@hotmail.com

Please use the reverse side if necessary.

1. What environmental issue(s) do you feel should be considered in the Draft EIR for the proposed Villa Marina project?

- traffic density which causes increased air pollution / quality
- quality of life issues, in general
- noise with increased traffic trips
- amount of open space (green areas) in relation to developed property.

2. Are there existing environmental issues or concerns in or around the Villa Marina neighborhood that you feel should be addressed in the Draft EIR?

- need more park or park "type" areas.
- traffic density, currently AND pending increase in density with ongoing building and other planned development
- lack of adequate mass transportation
- WE HAVE MAJOR PROBLEMS WITH STALLED TRAFFIC NOW - Can easily take 3 stops before clearing an intersection - LINCOLN MAXELLA, GLENCOE

3. I would like more information on the following Scoping/Draft EIR issue(s):

- traffic impact
- air quality
- mass transportation

You may drop your comments in the comment box at the Comments station or mail them to the following address no later than October 1, 2004:

Nicholas Hendricks, Environmental Review Coordinator
Environmental Review Section
Department of City Planning
200 N. Spring Street, Room 761
Los Angeles, CA 990012

Villa Marina

COMMENTS

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Please complete the information below and print clearly to ensure that your comments are addressed in the Draft EIR.

Name: SHIRLEY KREIMAN Phone: 310-578-5872

Organization (if any): _____

Address: 13078 MINDANAO WAY # 209 City MDR State: CA Zip 90292

Email Address (optional): SKREIMAN@UCLA.EDU

Please use the reverse side if necessary.

1. What environmental issue(s) do you feel should be considered in the Draft EIR for the proposed Villa Marina project?

   TRAFFIC, air pollution of course, what happens at meeting of Marina Fwy + Lincoln Blvd and congestion at that corner, over abundance + over crowding of condos and people —

2. Are there existing environmental issues or concerns in or around the Villa Marina neighborhood that you feel should be addressed in the Draft EIR?

   Remove permissible parking along Lincoln Blvd during commuter hours to help traffic flow, make Lincoln wider?!

3. ~~I would like more information on the~~ following Scoping/Draft EIR issue(s):

   Consider another - less conflicting name —

You may drop your comments in the comment box at the Comments station or mail them to the following address no later than October 1, 2004:

Nicholas Hendricks, Environmental Review Coordinator
Environmental Review Section
Department of City Planning
200 N. Spring Street, Room 761
Los Angeles, CA 990012

For more information, contact the project hotline at (888)625-5440

Villa Marina

COMMENTS

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Please complete the information below and print clearly to ensure that your comments are addressed in the Draft EIR.

Name: ~~D~~ Deborah Lavi Phone: _____

Organization (if any): _____

Address: 13600 Marina Pte Dr, City Marina Del Rey State: Ca Zip 90292

Email Address (optional): _____

Please use the reverse side if necessary.

1. What environmental issue(s) do you feel should be considered in the Draft EIR for the proposed Villa Marina project?

   Noise
   Traffic Congestion

2. Are there existing environmental issues or concerns in or around the Villa Marina neighborhood that you feel should be addressed in the Draft EIR?

   Want conducive to upscale Retail
   Keep Chan Dandle

3. I would like more information on the following Scoping/Draft EIR issue(s):

You may drop your comments in the comment box at the Comments station or mail them to the following address no later than October 1, 2004:

Nicholas Hendricks, Environmental Review Coordinator
Environmental Review Section
Department of City Planning
200 N. Spring Street, Room 761
Los Angeles, CA 990012

Villa Marina

COMMENTS

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Please complete the information below and print clearly to ensure that your comments are addressed in the Draft EIR.

Name: TRACY M. LOWE Phone: 310.306.6552

Organization (if any):

Address: 13603 Marina Pointe Dr #D510 City MDR State: CA Zip 90292.

Email Address (optional): MSTGNGEIS@HOTMAIL.COM.

Please use the reverse side if necessary.

1. What environmental issue(s) do you feel should be considered in the Draft EIR for the proposed Villa Marina project?

   WHAT AN ABSOLUTELY SILLY QUESTION!!

   TRAFFIC AND CONGESTION IS ABSURD IN THE AREA.

   THE PROJECT IS A BEAUTIFUL PROJECT, BUT IT NEEDS TO PROPERLY PLANNED BEFORE ITS BUILT. HOW ARE YOU GOING TO MOVE PEOPLE

2. ~~Are~~ there existing environmental issues or concerns in or around the Villa Marina ~~neighborhood that you feel should be addressed in the Draft~~ EIR?

   IN AND OUT OF THE AREA? WHAT ABOUT LINCOLN BLVD??

   YOU "GUYS/GIRLS" ALREADY KNOW THIS! HOW DOES THIS TYPE OF PROJECT GET THIS FAR INTO THE DEVELOPMENT STAGE WITHOUT MORE PUBLIC INPUT??

3. I would like more information on the following Scoping/Draft EIR issue(s):

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Environmental Review Section
Department of City Planning
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Los Angeles, CA 990012

For more information, contact the project hotline at (888)625-5440

Villa Marina

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Please complete the information below and print clearly to ensure that your comments are addressed in the Draft EIR.

Name: EMILY MASTERS Phone: 310-306-2710

Organization (if any):

Address: 13600 Marina Pointe Dr. City: M.D.R. State: CA. Zip 90292

Email Address (optional): emast@mac.com

Please use the reverse side if necessary.

1. What environmental issue(s) do you feel should be considered in the Draft EIR for the proposed Villa Marina project?

First pollution from the cars. The reason the Marina has been an ideal spot is that we have virtually clean air the more people there are also the more air they breathe and that also is a big factor. We are already being impacted by Playa Vista and I think we are reaching the breaking point.

2. Are there existing environmental issues or concerns in or around the Villa Marina neighborhood that you feel should be addressed in the Draft EIR?

We can barely move on Lincoln Bl. now. The traffic is backed up and 310 ~~area~~ or more cars everyday is just overwhelming. Who do is it when there is something that is working that you have to make sure it is changed so that is becomes a disaster.

3. I would like more information on the following Scoping/Draft EIR issue(s):

A new shopping area would be much better for the environment and we could keep just a little green space. You are overbuilding and it will result in a mess in the future.

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Please complete the information below and print clearly to ensure that your comments are addressed in the Draft EIR.

Name: Victor Randall Phone: 310-822-8555

Organization (if any): Courtyard by Marriott, Marina del Rey

Address: 13480 Maxella Ave. City Marina del Rey State: CA Zip 90292

Email Address (optional): victor.randall@ihrco.com

Please use the reverse side if necessary.

1. What environmental issue(s) do you feel should be considered in the Draft EIR for the proposed Villa Marina project?

2. Are there existing environmental issues or concerns in or around the Villa Marina neighborhood that you feel should be addressed in the Draft EIR?

3. I would like more information on the following Scoping/Draft EIR issue(s):

See reverse side.

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For more information, contact the project hotline at (888)625-5440

1. Currently the Courtyard Hotel maybe accessed via Lincoln Boulevard between Kinko's and the Union 76 gas station and via Maxella Avenue between Chan Darette and the vacant restaurant. The proposed project would eliminate access from Lincoln, will directional signage be provided on Lincoln Boulevard to indicate the Courtyard Hotel's entrance?
2. Will residents have their own access off Lincoln Boulevard or will residents, commercial customers and deliveries, hotel guests and employees all use the entrance on Maxella Avenue and how will that traffic be controlled?
3. Currently the Courtyard Hotel has two monument signs, one at the entrance on Lincoln Boulevard and one at the entrance on Maxella Avenue, what will happen to this signs in the proposed project? If both signs remain in place, may directional signage be added to the sign on Lincoln Boulevard?
4. Will there be any consideration given for the Courtyard sign on the west side of the building facing Lincoln Boulevard, once the proposed project is completed the hotel signage will no longer be visible from Lincoln Boulevard, the hotel and the proposed projects are five stories tall?
5. Construction equipment will not be placed on Courtyard property or block access to the Courtyard Hotel.
6. What will be the hours of construction? Noise will need to be minimized in order not to disturb hotel guests.
7. How will construction dust and debris be maintained in order to keep it off the hotel property?
8. Will the hotel's water pressure be affected by the increased demand of the residential units?

Villa Marina

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Please complete the information below and print clearly to ensure that your comments are addressed in the Draft EIR.

Name: Evelyn A. Rupp Phone: 310 827-244-3

Organization (if any): n/a

Address: 13310 Maxella Ave. #8 City Marina del Rey State: Ca Zip 90292

Email Address (optional):

Please use the reverse side if necessary.

1. What environmental issue(s) do you feel should be considered in the Draft EIR for the proposed Villa Marina project?

   See attached

2. Are there existing environmental issues or concerns in or around the Villa Marina neighborhood that you feel should be addressed in the Draft EIR?

   See attached

3. I would like more information on the following Scoping/Draft EIR issue(s):

   See attached

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Environmental Review Section
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Los Angeles, CA 990012

1. What environmental issues(s) do you feel should be considered in the Draft EIR for the proposed Villa Marina project?

- **Increased traffic:**
  - At present, there is an excessive amount of traffic speeding up and down Maxella Avenue and Redwood Avenue that are two lane streets.
    - With the additional condos and retail stores, traffic will increase tremendously
  - Lincoln Boulevard already has bumper-to-bumper traffic at all times during the day.
    - People avoiding Lincoln are already taking Maxella and Redwood to avoid the traffic.
      - This has greatly impacted the quality of life for the residents
    - If the proposed development is approved, this overflow traffic will become even worse on Maxella and Redwood.
  - Truck volume will increase as merchandise is brought into the proposed development area
  - Traffic volume will increase as shoppers come to the area
  - Traffic volume will increase as new residents move into the area
  - The complex on Maxella, east of Redwood, has a Senior Citizen section.
    - I frequently see these residents trying to cross the street with difficulty due to the number of cars and the rate of speed they are traveling.
    - There is potential for harm to anyone attempting to cross our streets.
      - Imagine how it is for someone with limited mobility.

- **Increased air and noise pollution:**
  - The noise and air pollution have increased dramatically since I moved to this area several years ago
    - The proposed development will make this increase even more dramatic than it has been up to now.
  - Truck volume will increase as products to supply the proposed additional retail stores are brought into the area
    - This will result in more air and noise pollution
  - Car and motorcycle traffic will increase as shoppers come to the area
  - Years of construction will increase pollution
    - The heavy traffic volume already has had an impact.
    - With trucks delivering construction materials and removing debris, this will not only make our area dirtier, but will destroy the streets which are two lane and should not have the volume or heavy load of these types of vehicles.

- **We do not need more Condominiums in the area**
  - The Marina area is already saturated with condominiums and town houses
  - Playa Vista is a huge complex and should fill any perceived need for additional housing in the area.

2. Are there existing environmental issues or concerns in or around the Villa Marina neighborhood that you feel should be addressed in the Draft EIR?

As stated in response to question number one above

3. I would like more information on the following Scoping/Draft EIR issue(s):

- I would like to know what you are planning on doing about the increased traffic if the proposed development is approved.

- I have two suggestions:

    - Why not close off Maxella Avenue from Glencoe to Redwood, and Redwood from Maxella to Mindanao to through traffic?
        - Residents and emergency vehicles could go through, but no other traffic.
    - If you won't do this, please consider putting speed bumps on Maxella and Redwood.

- I respectfully request that you consider the quality of life of the residents in the area before approving the proposed development.
    - Although Los Angeles is a very large county with many residents, I am optimistic that you will consider the needs of the residents before you approve such a large and unneeded project.

PLEASE DO NOT APPROVE THIS PROPOSED DEVELOPMENT!
THE TAX PAYING CITIZENS OF THIS AREA DO NOT WANT IT!

Villa Marina

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Please complete the information below and print clearly to ensure that your comments are addressed in the Draft EIR.

Name: GENE SHERMAN Phone: _____

Organization (if any): _____

Address: P.O. BOX 9051 City MDR State: CA Zip 90274

Email Address (optional): _____

Please use the reverse side if necessary.

1. What environmental issue(s) do you feel should be considered in the Draft EIR for the proposed Villa Marina project?

   MOST IMPORTANT -- TRAFFIC & NOISE & CONGESTION & AIR POLLUTION -- WE DON'T NEED MORE OF THESE DETRIMENTS IN OUR COMMUNITY WHICH IS ALL READY IS OVER BURDENED WITH RESIDENTIAL UNITS AND SHOPPING FACILITIES

2. Are there existing environmental issues or concerns in or around the Villa Marina neighborhood that you feel should be addressed in the Draft EIR?

   SEE ABOVE

3. I would like more information on the following Scoping/Draft EIR issue(s):

   WHEN WILL PUBLIC HEARINGS BE HELD — WHEN WILL ENVIRONMENTAL IMPACT REPORT BE MADE — WILL REPORT BE AVAILABLE TO PUBLIC ——

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Villa Marina

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Please complete the information below and print clearly to ensure that your comments are addressed in the Draft EIR.

Name: MARK Silverman Phone: 310 822-9851

Organization (if any): Villa Ve LLeTRi - Homeowner

Address: 4309 REDWOOD #1 City MARINA del REY State: CAL. Zip 90292

Email Address (optional): _____

Please use the reverse side if necessary.

1. What environmental issue(s) do you feel should be considered in the Draft EIR for the proposed Villa Marina project?

TRAFFIC !
TRAFFIC is becoming HORRIFIC in the area.
TRAFFIC MITIGATION IS URGENTLY needed in the area surrounding the proposed Complex (MAPELLA - Lincoln
MINDANAO - Glencoe, Redwood)

2. Are there existing environmental issues or concerns in or around the Villa Marina neighborhood that you feel should be addressed in the Draft EIR?

TRAFFIC -
Surrounding RESIDENTIAL STREETS are now being UTILIZED as SHORTCUTS + BYPASSES for Commercial as well as Commuter (private) TRAFFIC - who WANT TO AVOID WASHINGTON + LINCOLN BLVDS.

3. I would like more information on the following Scoping/Draft EIR issue(s):

TRAFFIC MITIGATION -

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Please complete the information below and print clearly to ensure that your comments are addressed in the Draft EIR.

Name: HARRY + MOLLY THORPE Phone: 310-822-5121

Organization (if any): —

Address: 13310 MAYELLA AVE, #7 City MARINA DEL REY State: CA Zip 90292

Email Address (optional): _____

Please use the reverse side if necessary.

1. What environmental issue(s) do you feel should be considered in the Draft EIR for the proposed Villa Marina project?

   TRAFFIC CONGESTION - area is already very congested, even more so at rush hours and on weekends.
   Intersection of Lincoln & Mayella is terribly congested.
   ADDITION OF MORE HOUSING WILL ADD CONGESTION.

2. Are there existing environmental issues or concerns in or around the Villa Marina neighborhood that you feel should be addressed in the Draft EIR?

   Pollution caused by increased traffic
   NOISE pollution caused by more traffic & more residents
   Rehab of blighted buildings could be limited to retail or business, rather than residential

3. I would like more information on the following Scoping/Draft EIR issue(s):

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Please complete the information below and print clearly to ensure that your comments are addressed in the Draft EIR.

Name: Roberta Tseng Phone: (310) 822-3028 (H) (213) 217-6126 (W)

Organization (if any):

Address: 13082 Mindanao Way, #4 City Marina del Rey State: CA Zip 90292

Email Address (optional):

Please use the reverse side if necessary.

1. What environmental issue(s) do you feel should be considered in the Draft EIR for the proposed Villa Marina project?

   - traffic congestion
   - pollution
   - noise
   - safety (for elderly residents that walk to stores/shopping
   - broken roads (potholes, cracked roads, sinkholes
   - additional traffic lights

2. Are there existing environmental issues or concerns in or around the Villa Marina neighborhood that you feel should be addressed in the Draft EIR?

   - traffic congestion
   - pollution
   - noise
   - broken roads left unrepaired.

   } all these already currently exists & will only get worse.

3. I would like more information on the following Scoping/Draft EIR issue(s):

   - traffic
   - broken roads

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Villa Marina

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Please complete the information below and print clearly to ensure that your comments are addressed in the Draft EIR.

Name: R. TSENG. Phone: _____

Organization (if any): _____

Address: _____ City_____ State: _ Zip_____

Email Address (optional): _____

Please use the reverse side if necessary.

1. What environmental issue(s) do you feel should be considered in the Draft EIR for the proposed Villa Marina project?

Other
Would like to see more high-end/ moderate restaurants. NO fast foods.

2. Are there existing environmental issues or concerns in or around the Villa Marina neighborhood that you feel should be addressed in the Draft EIR?

3. I would like more information on the following Scoping/Draft EIR issue(s):

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Please complete the information below and print clearly to ensure that your comments are addressed in the Draft EIR.

Name: ROZ WALKER Phone: (310) 301-9196

Organization (if any):

Address: 13600 Marina Pointe Dr. City MDR State: CA Zip 90292

Email Address (optional):

Please use the reverse side if necessary.

1. What environmental issue(s) do you feel should be considered in the Draft EIR for the proposed Villa Marina project?
what good is building, if no one can get to or from all these "projects"? The FREEWAY is AT a stop, the access to the freeway(s) are overflowing. The streets are immedo And cars, trucks, noisy motorcycles sit revving their engines, adding to the filthy air.

2. Are there existing environmental issues or concerns in or around the Villa Marina neighborhood that you feel should be addressed in the Draft EIR?
YES we can't breathe the dirty, sunky air now, vehicles, boats, airplanes = NOT BREATHING and Black, greasy gunk on our homes

3. I would like more information on the following Scoping/Draft EIR issue(s):
when you are trying to sell your condos perhaps we who already live here could offer to show prospects the filth and grime we now have from the traffic.

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Please complete the information below and print clearly to ensure that your comments are addressed in the Draft EIR.

Name: MRS. ELVA WALLING Phone: 310 821 2359

Organization (if any): VILLA VELLETRI H.O.A. BOARD MEMBER

Address: 4315 REDWOOD AVE City M.D.R. State: CA Zip 90292

Email Address (optional): ---

Please use the reverse side if necessary.

1. What environmental issue(s) do you feel should be considered in the Draft EIR for the proposed Villa Marina project? REDWOOD IS BECOMING A MAIN STREET TO GET TO WASHINGTON BLVD. TRAFFIC NOW IS HEAVY AND BECAUSE THERE IS NO SPEED SIGNS ON THIS BLOCK CARS GO BY AT 35 MPH & 40 M.P.H. THIS IS NOT ACCEPTABLE!

2. Are there existing environmental issues or concerns in or around the Villa Marina neighborhood that you feel should be addressed in the Draft EIR? THERE ARE CHILDREN WHO LIVE AT THE HUD. LOW HOUSING COMPLEX - CHILDREN RIDE THEIR BIKES UP AND DOWN REDWOOD AVE - THIS COMPLEX IS LOCATED AT THE CORNER OF MAXELLA & REDWOOD AVE - I CONSIDER REDWOOD AVE A DANGEROUS STREET NOW !!!

3. I would like more information on the following Scoping/Draft EIR issue(s):

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Please complete the information below and print clearly to ensure that your comments are addressed in the Draft EIR.

Name: MICHAEL L. WALKING Phone: 310 5212354

Organization (if any):

Address: 4305 REDWOOD AVE City MARINA DEL REY State: CA Zip 90292

Email Address (optional):

Please use the reverse side if necessary.

1. What environmental issue(s) do you feel should be considered in the Draft EIR for the proposed Villa Marina project? TRAFFIC ON REDWOOD AVE IS TERRIBLE NOW!! WE HAVE VONS SHOPPING CENTER - MARINA SHOPPING CENTER - 10 MOVIES THEATERS - BUSSINESSES ON REDWOOD - REDWOOD VILLAGE DAY CARE - 2 HUGH CONDOMINIUMS THE GROWTH FOR THIS AREA IS OUT OF THE QUESTION, THIS HAS TO STOP!!

2. Are there existing environmental issues or concerns in or around the Villa Marina neighborhood that you feel should be addressed in the Draft EIR?

3. I would like more information on the following Scoping/Draft EIR issue(s):

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Please complete the information below and print clearly to ensure that your comments are addressed in the Draft EIR.

Name: _____ Phone: _____

Organization (if any): _____

Address: _____ City _____ State: _____ Zip _____

Email Address (optional): _____

Please use the reverse side if necessary.

1. What environmental issue(s) do you feel should be considered in the Draft EIR for the proposed Villa Marina project?

   Very upset about losing Kinko's. I live across the street & use it all the time. Try to keep it or relocate it in the center.

2. Are there existing environmental issues or concerns in or around the Villa Marina neighborhood that you feel should be addressed in the Draft EIR?

3. I would like more information on the following Scoping/Draft EIR issue(s):

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Please complete the information below and print clearly to ensure that your comments are addressed in the Draft EIR.

Name: _____ Phone: _____

Organization (if any): _____

Address: _____ City _____ State: _____ Zip _____

Email Address (optional): _____

Please use the reverse side if necessary.

1. What environmental issue(s) do you feel should be considered in the Draft EIR for the proposed Villa Marina project?

YOU PEOPLE ARE CREATING A MONSTER. WE CANNOT DRIVE AROUND THE SHOPPING AREA NOW — MAXELLA IS A PARKING LOT BETWEEN GLENCOE & LINCOLN. WITH CARS FROM 310 NEW UNITS POURING IN & OUT OF MAXELLA — WHAT A MESS! HOW WILL WE GET IN & OUT OF UNION GAS STATION ??

2. Are there existing environmental issues or concerns in or around the Villa Marina neighborhood that you feel should be addressed in the Draft EIR?

FORGET THE WHOLE THING & GO AWAY! YOU ARE MAKING ENEMIES!

3. I would like more information on the following Scoping/Draft EIR issue(s):

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Department of City Planning
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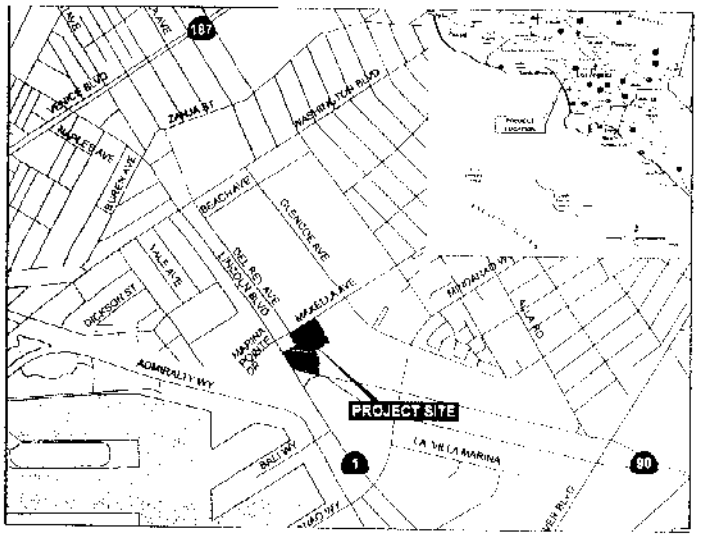
Villa Marina

An Affordable Solution to the housing crisis in the City of Los Angeles

Villa Marina introduces a mixed-use community to the Marina Del Rey that combines market rate and affordable housing with retail space.

- **310 condominiums with amenities comparable to other luxury housing developments in the area**
- **10% of the units designated as low-income, affordable housing**
- **Contemporary design that reflects the unique location and proximity to the beach**
- **Located between the Marina Freeway (SR-90), Lincoln Boulevard, and Maxella Avenue**
- **Open courtyards throughout the complex**



Revitalizing Aging Commercial Space

will enhance the community by converting unattractive commercial areas into thriving residential and retail communities. Villa Marina plans are consistent with the City of Los Angeles' effort to renew viable space.

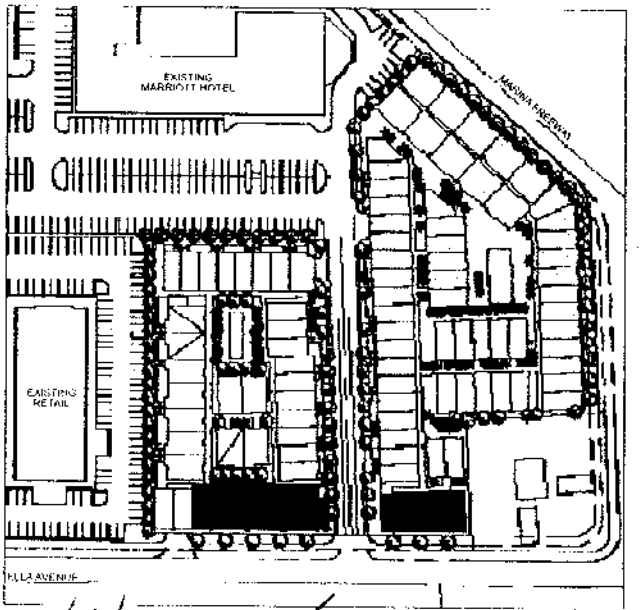
- **Plans are consistent with the City's efforts for renovating vacant and unsightly commercial corridors**
- **9,000 square feet of retail space along Maxella Avenue**
- **Kinko's will relocate to the new retail space**
- **Ample parking for residents, guests, and retail customers**

Benefits to the Community

include a solution to the housing shortage in Los Angeles, by providing both market rate and affordable housing. Villa Marina affords the opportunity for low-income families to live in a safe and beautiful place, with convenience and luxury.

WHAT?

- **All plans are in compliance with the Mello Act, and the City's goal to increase the availability of affordable housing**
- **Traffic may potentially be reduced during certain times at some intersections by limiting retail space and adding more residential property**
- **Many principles of smart growth are represented in the plans**



• need many principles of SMART TRAFFIC control, ie, freeways, streets, intersections, freeway access — lack of gas spewing vehicles, etc!

For more information, contact Jillian Green at (888) 625-5440

The Villa Marina project is at the beginning of an extensive environmental review in accordance with the California Environmental Quality Act. In the coming months, a Draft EIR will be prepared and available for public view and comment.

Appendix B
Mitigation Monitoring Program

APPENDIX B
MITIGATION MONITORING AND REPORTING PROGRAM

1. INTRODUCTION

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared in accordance with Section 21081.6 of the Public Resources Code and Section 15097 of the CEQA Guidelines, which require adoption of a Mitigation Monitoring and Reporting Program for all projects for which an Environmental Impact Report or Mitigated Negative Declaration has been prepared. Specifically, Section 21081.6 of the Public Resources Code states: "…the [lead] agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment…[and that program]…shall be designed to ensure compliance during project implementation." The City of Los Angeles, Department of City Planning is the Lead Agency for the proposed Project.

The MMRP describes the procedures for the implementation of all of the mitigation measures identified in the EIR for the proposed Project. It is the intent of the MMRP to: (1) verify satisfaction of the required mitigation measures of the EIR; (2) provide a methodology to document implementation of the required mitigation; (3) provide a record of the Monitoring Program; (4) identify monitoring responsibility; (5) establish administrative procedures for the clearance of mitigation measures; (6) establish the frequency and duration of monitoring; and (7) utilize existing review processes where feasible.

The MMRP lists mitigation measures according to the same numbering system contained in the Draft EIR sections. Each mitigation measure is categorized by topic, with an accompanying discussion of the following:

- The enforcement agency (i.e., the agency with the authority to enforce the mitigation measure);
- The monitoring agency (i.e., the agency to which mitigation reports involving feasibility, compliance, implementation, and development operation are made).
- The phase of the project during which the mitigation measure should be monitored (i.e., prior to issuance of a building permit, construction, or occupancy);

- The monitoring frequency and duration of monitoring and reporting (i.e., once at site plan review or monthly during construction); and

- The administrative procedures for the clearance of mitigation measures (i.e., Approval of Site Plan or Monthly Statements of Compliance).

The Applicant shall be obligated to demonstrate that compliance with the required mitigation measures has been effected. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Applicant unless otherwise noted.

A. Land Use

No land use mitigation measures are identified in the EIR.

B. Visual Qualities

Mitigation Measure B-1 The Applicant of the Mixed Use Project shall ensure, through appropriate postings and daily visual inspections, that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways, and that any such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Monthly during construction

Action Indicating Compliance with Mitigation Measure(s): Monthly Statements of Compliance

Mitigation Measure B-2 Building façades facing public streets shall be designed to enhance the pedestrian experience and connectivity with adjacent uses.

Enforcement Agency: City of Los Angeles, Department of City Planning

Monitoring Agency: City of Los Angeles, Department of City Planning

Monitoring Phase: Pre-construction

Monitoring Frequency: Once at site plan review

Action Indicating Compliance with Mitigation Measure(s): Approval of site plans

Mitigation Measure B-3 New utilities shall be constructed underground, to the extent feasible.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once at site plan review

Action Indicating Compliance with Mitigation Measure(s): Approval of site plans

Mitigation Measure B-4 Exterior signage for the proposed buildings shall be compatible with the design of the proposed building.

Enforcement Agency: City of Los Angeles, Department of City Planning

Monitoring Agency: City of Los Angeles, Department of City Planning

Monitoring Phase: Pre-construction

Monitoring Frequency: Once at site plan review

Action Indicating Compliance with Mitigation Measure(s): Approval of site plans

Mitigation Measure B-5 All new or replacement street trees shall be selected for consistency with the existing street trees or in accordance with a street tree master plan reviewed and approved by the Department of Public Works Street Tree Division.

Enforcement Agency: Los Angeles City, Department of City Planning; Bureau of Street Maintenance, Street Tree Division

Monitoring Agency: Los Angeles City, Department of City Planning; Bureau of Street Maintenance, Street Tree Division

Monitoring Phase: Pre-construction, construction

Monitoring Frequency: Once at issuance of Building permit; once at site plan review

Action Indicating Compliance with Mitigation Measure(s): Issuance of Building permits; approval of site plans

Mitigation Measure B-6 All mechanical, electrical and rooftop equipment shall be screened from view from adjacent surface streets.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once at site plan review

Action Indicating Compliance with Mitigation Measure(s): Approval of site plans

Mitigation Measure B-7 Landscaping and/or vegetation features shall be incorporated into the design of the site of the Mixed Use Project.

Enforcement Agency: City of Los Angeles, Department of City Planning; Bureau of Street Maintenance, Street Tree Division

Monitoring Agency: City of Los Angeles, Department of City Planning; Bureau of Street Maintenance, Street Tree Division

Monitoring Phase: Pre-construction, construction

Monitoring Frequency: Once at site plan review

Action Indicating Compliance with Mitigation Measure(s): Approval of site plans

Mitigation Measure B-8 All exterior lighting shall be directed on-site or shielded to limit light spillover effects.

Enforcement Agency: City of Los Angeles, Department of City Planning

Monitoring Agency: City of Los Angeles, Department of City Planning

Monitoring Phase: Pre-construction, construction

Monitoring Frequency: Once at site plan review

Action Indicating Compliance with Mitigation Measure(s): Approval of site plans

C. Traffic Circulation and Parking

Mitigation Measure C-1 Intersection No. 3: Glencoe Avenue and Washington Boulevard – Restripe the westbound approach to provide an additional left-turn lane. This would require the removal of six on-street metered parking spaces on the east leg of Washington Boulevard on the south side of the curb.

Enforcement Agency: City of Los Angeles, Department of Transportation; City of Los Angeles, Department of Public Works.

Monitoring Agency: City of Los Angeles, Department of Transportation; City of Los Angeles, Department of Public Works.

Monitoring Phase: Construction.

Monitoring Frequency: Once at issuance of building permit

Action Indicating Compliance with Mitigation Measure(s): Issuance of any building permit

D. Air Quality

Construction

Mitigation Measure D-1 All land clearing/earth-moving activity areas shall be watered to control dust as necessary to remain visibly moist during active operations.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance with Mitigation Measure(s): Issuance of grading or building permits

Mitigation Measure D-2 Water three times daily or non-toxic soil stabilizers shall be applied, according to manufacturers' specifications, as needed to reduce off-site transport of fugitive dust from all unpaved staging areas and unpaved road surfaces.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance with Mitigation Measure(s): Issuance of grading or building permits

Mitigation Measure D-3 Streets shall be swept as needed during construction, but not more frequently than hourly, if visible soil material has been carried onto adjacent public paved roads.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance with Mitigation Measure(s): Issuance of grading or building permits

Mitigation Measure D-4 Construction equipment shall be visually inspected prior to leaving the site and loose dirt shall be washed off with wheel washers as necessary.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance with Mitigation Measure(s): Issuance of grading or building permits

Mitigation Measure D-5 Traffic speeds on all unpaved roads shall not exceed 15 MPH.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance with Mitigation Measure(s): Issuance of grading or building permits

Mitigation Measure D-6 All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Pre-construction, construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance with Mitigation Measure(s): Issuance of grading or building permits

Mitigation Measure D-7 General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues will have their engines turned off when not in use, to reduce vehicle emissions. Construction activities should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance with Mitigation Measure(s): Issuance of grading or building permits

Mitigation Measure D-8 To the extent possible, petroleum powered construction equipment shall utilize electricity from power poles rather than temporary diesel power generators and/or gasoline power generators.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance with Mitigation Measure(s): Issuance of grading or building permits

Mitigation Measure D-9 On-site mobile construction equipment shall be powered by alternative fuel sources (i.e., methanol, natural gas, propane or butane) as feasible.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance with Mitigation Measure(s): Issuance of grading or building permits

Operations

No operational Air Quality mitigation measures are identified in the EIR.

E. Noise

Construction Noise

Mitigation Measure E-1 An eight-foot-high temporary sound barrier (e.g., solid wood fence) shall be erected between the property line of the Mixed Use project and the Marriott Hotel property; and an acoustical lining shall be affixed to the exterior scaffolding apparatus such that, to the greatest extent feasible, the line of site between the Marriott Hotel property and the site of the Mixed Use Project's construction activity is blocked.

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Pre-construction, construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance with Mitigation Measure(s): Issuance of grading or building permits

Operational Noise

Mitigation Measure E-2: All exterior walls and floor-ceiling assemblies within the Mixed Use Project (unless within a residential unit) that face Lincoln Boulevard or the Marina Freeway shall be constructed with double-paned glass or an equivalent and in a manner to provide an airborne sound insulation system achieving a Sound Transmission Class of 50 (45 if field tested) as defined in the UBC Standard No. 35-1, 1982 edition. Advisory Agency sign-off shall be required prior to the issuance of building permit for the Mixed Use Project. The Applicant, as an alternative, may retain an engineer registered in the State of California with expertise in acoustical engineering, who shall submit a signed report for an alternative means of sound insulation satisfactory to the Advisory Agency which achieves a maximum interior noise of CNEL 45 (residential standard).

Enforcement Agency: City of Los Angeles, Department of Building and Safety

Monitoring Agency: City of Los Angeles, Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once at issuance of building permit

Action Indicating Compliance with Mitigation Measure(s): Issuance of building permit

Appendix C
Traffic Impact Analysis

DRAFT

TRAFFIC STUDY
FOR THE
VILLA MARINA RESIDENTIAL PROJECT

AUGUST 2004

PREPARED FOR

THE OLSON COMPANY

PREPARED BY

KAKU ASSOCIATES
A Corporation

DRAFT

TRAFFIC STUDY
FOR THE
VILLA MARINA RESIDENTIAL PROJECT

August 2004

Prepared for:

THE OLSON COMPANY

Prepared by:

KAKU ASSOCIATES, INC.
201 Santa Monica Boulevard, Suite 500
Santa Monica, California 90401
(310) 458-9916

Ref: 1632.01

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I. INTRODUCTION

This report documents the results of a traffic study conducted by Kaku Associates, Inc. to evaluate the potential traffic impacts and circulation needs of the proposed Villa Marina Residential project (project) in the City of Los Angeles, California. This study is designed to become an integral element of an environmental document being prepared to evaluate the overall impacts of this project. It includes a description of the assumptions and methods used to conduct the study as well as a discussion of the results.

PROJECT DESCRIPTION

The project is proposed on an existing 4.04-acre site (Villa Marina Marketplace shopping center) currently containing 30,000 square feet of commercial and retail uses housed in five buildings. The remaining portions of the existing site are paved and used for business patron and employee parking. The proposed project includes demolition of the existing structures and construction of a planned, landscaped residential community consisting of 310 condominium units, a 9,000 square feet commercial space, and associated parking and amenities. The planned residential community would consist of a proposed mix of 60 one-bedroom, 190 two-bedroom, and 60 three-bedroom units. Of these, 10% of the total units would be set aside as affordable housing. This project also includes residential amenities including a community meeting room, a swimming pool and/or spa, and an exercise room. Additionally, the project's 9,000 square feet commercial component would be developed in two spaces consisting of 5,000 and 4,000 square feet, that may be occupied by a florist, café, and/or copy services.

The project would have frontages on both Maxella Avenue and State Route 1 (Lincoln Boulevard). Parking for the residents and business patrons would be developed in a mix of one-level subterranean, second-level podium, and surface level spaces with capacity for up to 691 vehicles. Of this total, 620 parking spaces would be available to project residents, 31 spaces for guests, and the remaining 40 spaces for retail uses. Ingress and egress for residential and business

patrons, as well as delivery vehicles, is proposed via Maxella Avenue. Residents would have access into the "resident only" parking via secure garage gates.

The project site is located approximately 11.5 miles southwest of downtown Los Angeles and 2.5 miles south of Santa Monica in the Palms-Mar Vista-Del Rey community of west Los Angeles, as illustrated in Figure 1. It is located within the California Coastal Zone, approximately 0.2 miles inland from the northeastern edge of Marina Del Rey. Figure 2 illustrates the site plan for the project, which is bordered by Lincoln Boulevard on the west, State Route 90 (Marina Freeway) on the south, Maxella Avenue on the north, and Glencoe Avenue on the east. Existing high density, multifamily dwelling units are situated to the west across Lincoln Boulevard north and south of the western terminus of Maxella Avenue. Across Maxella Avenue to the north are a small retail shopping center and a portion of the Marina Marketplace shopping center. Additionally, multifamily housing is located approximately 950 feet east of the project site on the east side of Glencoe Avenue. Existing development to the northwest includes a Union 76 service station and general commercial/hotel uses are situated to the east.

STUDY SCOPE

The scope of analysis for this study was developed in conjunction with the City of Los Angeles Department of Transportation (LADOT). The base assumptions, technical methodologies, and study area were identified as part of the jointly developed study approach.

Traffic impact study to evaluate the potential for impacts caused by the Villa Marina Residential project include an analysis of the following traffic scenarios:

- Existing (2004) Conditions - The analysis of existing traffic conditions is intended to provide a basis for the remainder of the study. The existing conditions analysis includes an assessment of streets, traffic volumes, and operating conditions.

- Cumulative Base Conditions - Future traffic conditions are projected for the year 2008 without the proposed project. The objective of this analysis is to forecast the future traffic growth and intersection operating conditions expected to result from general regional growth and specific related projects developed in the vicinity of the project site by the year 2008. This scenario is used as the baseline against which potential project traffic impacts are evaluated.

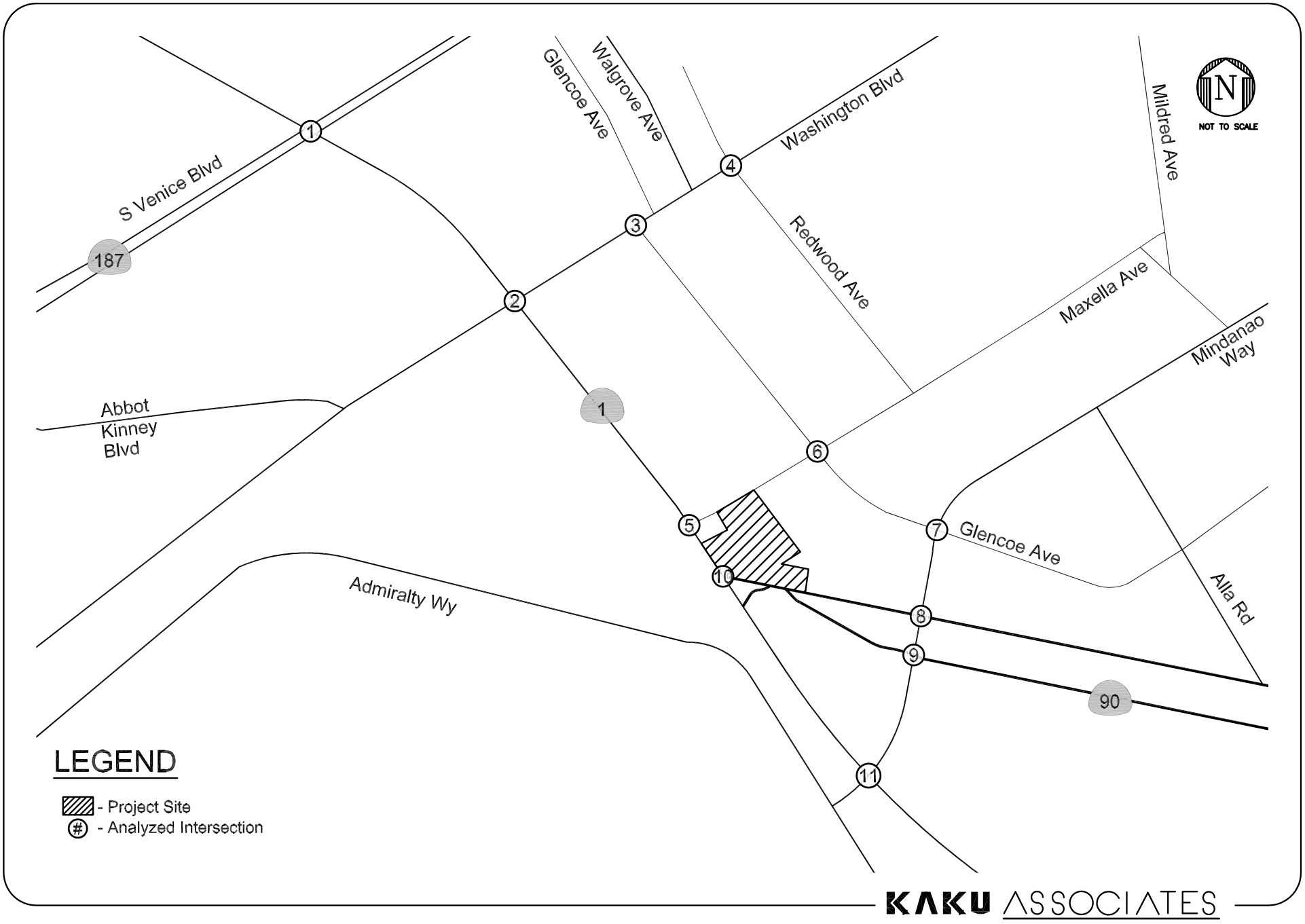


FIGURE 1
STUDY AREA AND LOCATION OF ANALYZED INTERSECTIONS

KAKU ASSOCIATES

FIGURE 2
PRELIMINARY SITE PLAN

- Cumulative plus Project - This is an analysis of future traffic conditions with traffic expected to be generated by the proposed project added to the year 2008 cumulative base traffic forecasts. The incremental impacts of the proposed project on future traffic operating conditions can then be identified.

The study area for this analysis includes the following 11 intersections:

1. Lincoln Boulevard & Venice Boulevard
2. Lincoln Boulevard & Washington Boulevard
3. Glencoe Avenue & Washington Boulevard
4. Redwood Avenue & Washington Boulevard
5. Lincoln Boulevard & Maxella Avenue
6. Glencoe Avenue & Maxella Avenue
7. Mindanao Way & Glencoe Avenue
8. Mindanao Way & SR-90 Freeway westbound
9. Mindanao Way & SR-90 Freeway eastbound
10. Lincoln Boulevard & Marina Freeway (SR-90)
11. Lincoln Boulevard & Mindanao Way

The locations of the intersections to be analyzed, also illustrated in Figure 1, were determined by LADOT as part of the development of the work scope. A detailed intersection capacity analysis was conducted for each of these intersections under the three scenarios identified above for the a.m. and p.m. peak hours.

ORGANIZATION OF REPORT

This report is divided into nine chapters, including this introduction. Chapter II presents an analysis of the existing street system and traffic conditions for each of the intersections within the study area. Forecasts of future traffic including project-generated and cumulative traffic are presented in Chapter III. Potential impacts of the proposed project on the study intersections are discussed in Chapter IV. The identification of measures required to mitigate the project impacts are discussed in Chapter V. Site access and parking requirements are discussed in Chapter VI. Chapter VII includes a Congestion Management Plan (CMP) analysis, based on project impacts. Finally, a summary of the analyses and study conclusions are included in

Chapter VIII. Appendices to this report include details of the technical analysis and supporting calculation worksheets.

II. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions within the study area. The assessment of conditions relevant to this study includes land use, an inventory of the street and highway systems, traffic volumes on these facilities, and operating conditions at key intersections.

EXISTING STREET SYSTEM

Primary regional access to the study area is provided by the Marina (SR-90) Freeway immediately south of the project site and by Lincoln Boulevard (SR-1) immediately west of the project site. Access to the site from the SR-90 Freeway can be obtained from Mindanao Way or Lincoln Boulevard. From Lincoln Boulevard, the project site can be accessed through Maxella Avenue.

The main streets serving the project site are Venice Boulevard, Washington Boulevard, Maxella Avenue, Mindanao Way, and Glencoe Avenue. Descriptions of key roadways serving the study area are provided below:

- Washington Boulevard - Washington Boulevard is a major highway class II road that runs generally in the east-west direction within the study area. This arterial provides direct connection for local and regional travel from downtown Los Angeles to the Venice Fishing Pier. Three through lanes are provided in each direction from Lincoln Boulevard to Glencoe Avenue. From Glencoe Avenue to Redwood Avenue, two through lanes are provided. The speed limit for Washington Boulevard is 35 miles per hour (mph).

- Venice Boulevard - Venice Boulevard is a major highway class II road that runs generally in the east-west direction within the study area. This arterial provides direct connection for local and regional travel from downtown Los Angeles to Venice City Beach. Three through lanes are provided in the eastbound direction, while two to three through lanes are provided in the westbound direction. The speed limit on Venice Boulevard varies from 35 mph west of Lincoln Boulevard to 40 mph east of Lincoln Boulevard.

- Maxella Avenue - Maxella Avenue is a collector road that starts from 0.7 miles east of the project site and ends just west of Lincoln Boulevard. Generally, one through lane with double-yellow centerline median is provided in each direction, with the exception of the

eastbound segment between Lincoln Boulevard and Del Rey Avenue and the westbound segment between Glencoe Avenue and Redwood Avenue, where two through lanes are provided with dual-left turn lane. The speed limit for Maxella Avenue is 25 mph.

- Mindanao Way - Mindanao Way is a secondary road that starts at the intersection of Glencoe Avenue and Redwood Avenue and ends west of Admiralty Way, at the Marina Del Rey Pier. Two through lanes are provided in each direction with a double-yellow centerline median throughout the study area. The speed limit for Mindanao Way is 30 mph.

- Glencoe Avenue - Glencoe Avenue is a secondary road north of Maxella Avenue and a collector road south of Maxella Avenue that intersects Washington Boulevard at a T at the north end and terminates at Alla Road on the southeast end. Two through lanes are provided in each direction from south of Beach Avenue. The speed limit for Glencoe Avenue is 25 mph.

Table 1 provides a description of these facilities, summarizing the physical characteristics of all key streets within the study area. Diagrams of the existing lane configurations at the analyzed intersections are contained in Appendix A.

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

This section presents the existing peak hour turning movement traffic volumes for the intersections analyzed in the study, describes the methodology used to assess the traffic conditions at each intersection, and analyzes the resulting operating conditions at each indicating volume/capacity ratios and levels of service.

Existing Traffic Volumes

Weekday morning and afternoon peak hour traffic counts were conducted at the 11 study intersections on June 2004 as part of this study. Traffic count data sheets are contained in Appendix B and the existing traffic volumes are illustrated in Figure 3.

TABLE 1
EXISTING SURFACE STREET CHARACTERISTICS

			LANE		MEDIAN	PARKING RESTRICTIONS		SPEED
SEGMENT	FROM	TO	NB/EB	SB/WB	TYPE	NB/EB	SB/WB	LIMIT
Lincoln Blvd	Victoria Ave	Victoria Ct	2	2	DY	1hr 8a-6p Ex Sun	1hr 8a-6p Ex Sun	40
	Victoria Ct	Lucille Ave	2	2	DY	1hr 8a-6p Ex Sun	1hr 8a-6p Ex Sun	40
	Lucille Ave	Venice Blvd	2	2	DY	1hr 8a-6p Ex Sun/RD	RD	40
	Venice Blvd	Harding Ave	2	2	DY	RD	RD	40
	Harding Ave	Nelrose Ave	2	2	DY	1hr 8a-6p Ex Sun	2hr 8a-6p Ex Sun	40
	Nelrose Ave	Coeur D Alene Ave	2	2	DY/2LT	2hr 8a-6p Ex Sun	2hr 8a-6p Ex Sun	40
	Coeur D Alene Ave	Garfield Ave	2	2	DY	1hr 8a-6p Ex Sun	1hr 8a-6p Ex Sun	40
	Garfield Ave	Van Buren Ave/Zanja St	2	2	DY	1hr 8a-6p Ex Sun	1hr 8a-6p Ex Sun	40
	Van Buren Ave/Zanja St	Elm St	2	2	DY	1hr 8a-6p Ex Sun	1hr 8a-6p Ex Sun	40
	Elm St	Grant Ave	2	2	DY/2LT	1hr 8a-6p Ex Sun	1hr 8a-6p Ex Sun	40
	Grant Ave	Harrison Ave	3	3	DY/2LT	1hr 8a-6p Ex Sun	1hr 8a-6p Ex Sun/No Stopping 7-9a 4-6p	40
	Harrison Ave	Washington Blvd	3	3	DY/2LT	1hr 8a-6p Ex Sun	RD	40
	Washington Blvd	Maxella Ave	3	3	2LT2DY	NSAT	NSAT/2hr 8a-4p/NoStopping 7-9a 4-6p	40
	Maxella Ave	SR-90	3	3	DY/RM	NSAT	NSAT	40
	SR-90	Bali Way	3	3	RM	NSAT	NSAT	40
	Bali Way	Mindanao Wy	3	3	RM	NSAT	NSAT	40
	Mindanao Wy	Fiji Way	3	3	RM	NSAT	NSAT	40
Mindanao Way	Admiralty Wy	Lincoln Blvd	2	2	RM	NSAT	NSAT	30
N-S	Lincoln Blvd	La Villa Marina	2	2	DY	RD/No parking 10-12 Thursday (St. Cleani	No parking 10-12 Thursday (St. Cleaning)	30
	La Villa Marina	SR-90 E	2	2	DY	No parking 10-12 Thursday (St. Cleaning)	No parking 10-12 Thursday (St. Cleaning)	30
	SR-90 E	SR-90 W	2	2	DY	NSAT	NSAT	30
	SR-90 W	Glencoe Ave	2	2	DY/2LT	PA	PA	30
	Glencoe Ave	Redwood Ave	2	2	DY	No Parking 2a-6a Nightly	No Parking 2a-6a Nightly	30
Maxella Ave	Dead End	Lincoln Blvd	1	1	RM	NSAT	NSAT	25
E-W	Lincoln Blvd	Del Rey Ave	2	1	DY/2LT	NSAT	NSAT	25
	Del Rey Ave	Glencoe Ave	1	2	DY/2LT	NSAT	NSAT	25
	Glencoe Ave	Redwood Ave	1	1	DY	2hr 8a-6p Ex Sun/No Parking 2a-6a Nightly	PA	25
Washington Blvd	Abbot Kinney Blvd	Thatcher	2	2	DY	2hr 9a-4p, No Stopping 7-9a 4-6p	2hr 8a-6p Ex Sun	35
E-W	Thatcher	Yale Ave	2	2	DY/2LT	2hr 9a-4p, No Stopping 7-9a 4-6p	2hr 8a-6p Ex Sun	35
	Yale Ave	Stanford Ave	2	2	DY/2LT	2hr 9a-4p, No Stopping 7-9a 4-6p	2hr 8a-6p Ex Sun	35
	Stanford Ave	Carter Ave	2	2	DY	NSAT	2hr 8a-6p Ex Sun	35
	Carter Ave	Lincoln Blvd	2	2	DY	NSAT	2hr 8a-6p Ex Sun	35
	Lincoln Blvd	Del Rey Ave	3	3	DY	NSAT	NSAT	35
	Del Rey Ave	Glencoe Ave	3	3	DY	NSAT	NSAT	35
	Glencoe Ave	Walnut Ave	2	2	DY	No Parking 4-6a M-F (St Sweeping)/2hr 8a	No Parking 4-6a M-F (St Sweeping)/2hr 8a	35
	Walnut Ave	Redwood Ave	2	2	DY	No Parking 4-6a M-F (St Sweeping)/2hr 8a	No Parking 4-6a M-F (St Sweeping)/2hr 8a	35
Venice Blvd	Naples Ave	Lincoln Blvd	3	2	RM/DY	No Parking 8a-10a Wed. St Cleaning	No Parking 8a-10a Wed. St Cleaning	35
E-W	Lincoln Blvd	Penmar Ave	3	2	RM/DY	No Parking 8a-10a Wed. St Cleaning	NSAT	40
	Penmar Ave	Walnut Ave	3	3	RM	No Parking 8a-10a Wed. St Cleaning	No Parking 8a-10a Wed. St Cleaning	40
SR-90	Lincoln	Mindanao Way	2	2	N/A	NSAT	NSAT	45
	Mindanao Way	Culver Blvd	2	2	N/A	NSAT	NSAT	45
Glencoe Ave	Zanja St	Washington Blvd	1	1	SDY/DY	2hr 8a-6p Ex Sun/No Parking 8a-12p Mon	2hr 8a-6p Ex Sun/No Parking 8a-12p Mon	25
	Washington Blvd	Beach Ave	1	1	DY	NSAT	NSAT	25
	Beach Ave	Maxella	2	2	DY	PA	PA	25
	Maxella	Mindanao Wy	2	2	DY/2LT	No Parking 2a-7a nightly	No Parking 2a-7a nightly	25
	Mindanao Wy	Tivoli Ave	2	2	SDY/DY	No Parking 7a-8p Daily/No Parking 2a-7a r	No Parking 2a-7a nightly	25

Notes:

LANES: # = Number of lanes

MISC.: HR = Hour
MIN = Minutes
MP = Meter Parking

PARKING: PA = Parking Allowed
NSAT = No Stopping Anytime
NPAT = No Parking Anytime
NP = No Parking
RD =Red curb
/ = Change in Parking Restriction

MEDIAN/CENTERLINE: DY = Double Yellow
SDY = Single Dashed Yellow
2LT = Dual Left Turn
UD = Undivided Lane
RM = Raise Median

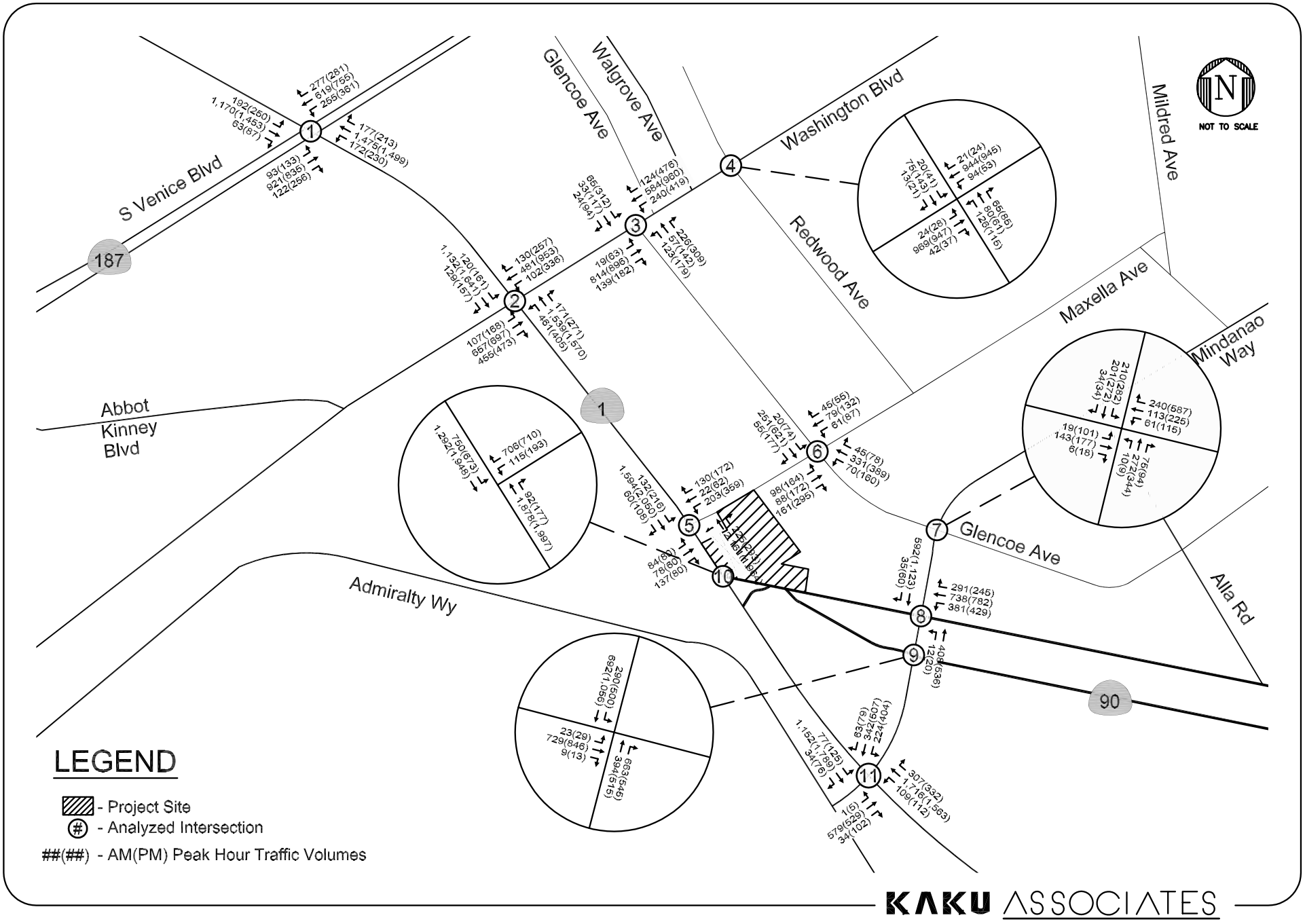


FIGURE 3
YEAR 2004 EXISTING PEAK HOUR TRAFFIC VOLUMES

Level of Service Methodology

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS D is typically considered to be the minimum acceptable level of service in urban areas.

LADOT requires that the "Critical Movement Analysis" (CMA) method (Transportation Research Board, 1980) of intersection capacity analysis be used to determine the intersection volume to capacity (V/C) ratio and corresponding level of service for the given turning movements and intersection characteristics at signalized intersections. The CALCADB software package developed by LADOT was used to implement the CMA methodology in this study. Table 2 defines the ranges of V/C ratios and their corresponding levels of service using the CMA method.

All of the study intersections are currently signalized and controlled by the City of Los Angeles' Mar Vista Automated Traffic Surveillance and Control (ATSAC) system. In accordance with LADOT procedures, a capacity increase of 7% (0.07 V/C adjustment) was applied to reflect the benefits of ATSAC control at these intersections.

Analysis of future traffic conditions in the 2008 buildout year also assumes that LADOT's Adaptive Traffic Control System (ATCS) would be implemented at nine of the 11 study intersections. The intersection of Mindanao Way & Glencoe Avenue would not have ATCS implemented. LADOT estimates that the ATCS system provides an additional capacity increase of about 3% (0.03 V/C adjustment) beyond the 7% increase related to the precursor ATSAC system.

Existing Peak Hour Levels of Service

The existing weekday morning peak hour turning movements presented in Figure 3 were used in conjunction with the level of service methodology described above to determine existing operating conditions at each of the study intersections. Level of service calculation worksheets are included in Appendix C.

TABLE 2
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	>1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Transportation Research Board.

Table 3 summarizes the a.m. and p.m. peak hour V/C ratios and corresponding LOS at each of the study intersections. The results of this analysis indicate that eight of the 11 study intersections are currently operating at acceptable levels of service (LOS D or better) during both the morning and afternoon peak hours. The two study locations that are currently operating at poor levels of service are Lincoln Boulevard at Venice Boulevard and Lincoln Boulevard at Washington Boulevard. The intersection of Lincoln Boulevard and Venice Boulevard currently operates at LOS E during both the morning and afternoon peak hours while the intersection of Lincoln Boulevard and Washington Boulevard currently operates at LOS B during the morning peak hour and LOS E during the afternoon peak hour.

EXISTING PUBLIC TRANSIT

The project area is currently being served by Los Angeles County Metropolitan Transportation Authority (MTA) bus lines, Culver City bus lines, and Santa Monica Big Blue Bus lines. The bus routes are illustrated in Figure 4 and described below:

- MTA Lines 33/333 - Lines 33/333 travel on Venice Boulevard from Santa Monica to downtown Los Angeles within the northern portion of the project area.
- MTA Line 108 - Line 108 travels on Admiralty Way, Mindanao Way, Centinela Avenue, and Slauson Avenue within the southern portion of the project area.
- MTA Line 220 - Line 220 travels on Admiralty Way, Mindanao Way, Alla Road, and Culver Boulevard within the southern portion of the project area.
- Big Blue Bus Line 3 - Line 3 travels on Lincoln Boulevard within the western portion of the project area.
- Culver City Line 1 - Line 1 travels along Washington Boulevard within the northern portion of the project area.
- Commuter Express Line 437 - Line 437 travels on Admiralty Way, Mindanao Way, Centinela Avenue, and Culver Boulevard.

TABLE 3
YEAR 2004 EXISTING CONDITIONS INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Existing (2004) V/C	LOS
1 Lincoln Blvd & Venice Blvd	**AM**	0.933	E
	PM	1.000	E
2 Lincoln Blvd & Washington Blvd	**AM**	0.700	B
	PM	0.942	E
3 Glencoe Ave & Washington Blvd	**AM**	0.545	A
	PM	0.857	D
4 Redwood Ave & Washington Blvd	**AM**	0.523	A
	PM	0.507	A
5 Lincoln Blvd & Maxella Ave	**AM**	0.674	B
	PM	0.709	C
6 Glencoe Ave & Maxella Ave	**AM**	0.312	A
	PM	0.557	A
7 Mindanao Way & Glencoe Ave	**AM**	0.359	A
	PM	0.723	C
8 Mindanao Way & SR90 Marina WB	**AM**	0.421	A
	PM	0.643	B
9 Mindanao Way & SR90 Marina EB	**AM**	0.639	B
	PM	0.830	D
10 Lincoln Blvd & SR90 Marina Fwy	**AM**	0.809	D
	PM	0.843	D
11 Lincoln Blvd & Mindanao Way	**AM**	0.789	C
	PM	0.872	D

Notes:
- All study intersection are currently operating under ATSAC system.

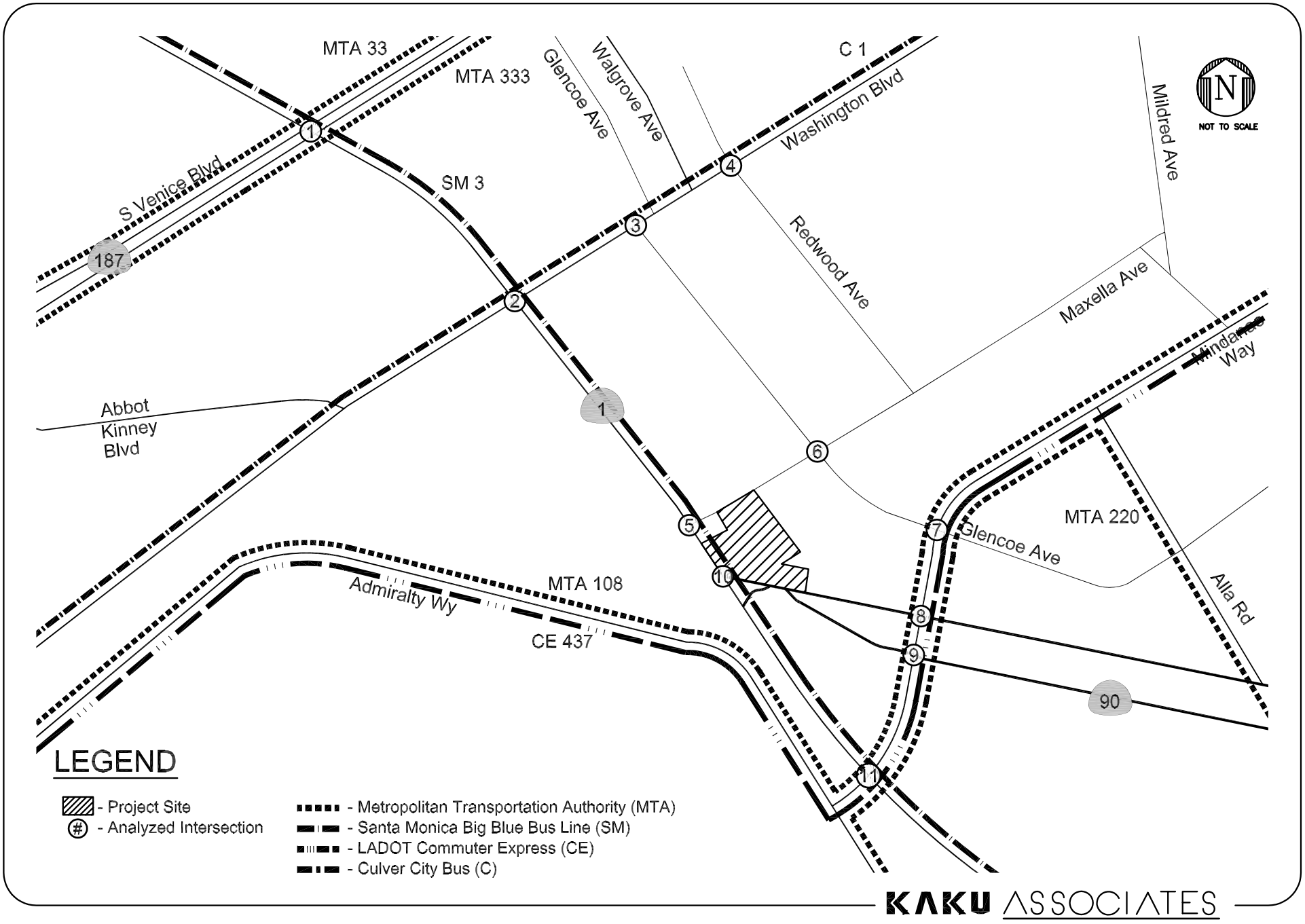


FIGURE 4
EXISTING TRANSIT LINES

III. FUTURE TRAFFIC PROJECTIONS

In order to evaluate properly the potential impact of the proposed project on the local street system, it is necessary to develop estimates of future traffic conditions in the area both with and without the proposed project. Future traffic volumes are first estimated for the study area without the project. These future forecasts reflect traffic increases due to general regional growth and traffic that is expected to be generated by other future developments in the vicinity of the project and represent cumulative base conditions. The addition of project traffic to the cumulative base would reflect the cumulative plus project conditions.

CUMULATIVE BASE TRAFFIC PROJECTIONS

The cumulative base traffic projections reflect anticipated future traffic increases that can be expected from two sources. The first is ambient growth in traffic, which reflects general increases in traffic due to regional growth and development. The second source is traffic generated by specific future projects located within or in the vicinity of the study area. The methods and assumptions used to develop the cumulative base traffic projections are described below.

Areawide Traffic Growth

Existing traffic is expected to increase between year 2004 and year 2008 as a result of general area-wide and regional growth and development. Based on historical trends, LADOT recommends an ambient traffic growth factor of 2% per year be used to adjust the existing year 2004 traffic volumes to reflect the effects of regional growth and development by the year 2008. Figure 5 illustrates the existing and ambient traffic growth volumes projected to the year 2008.

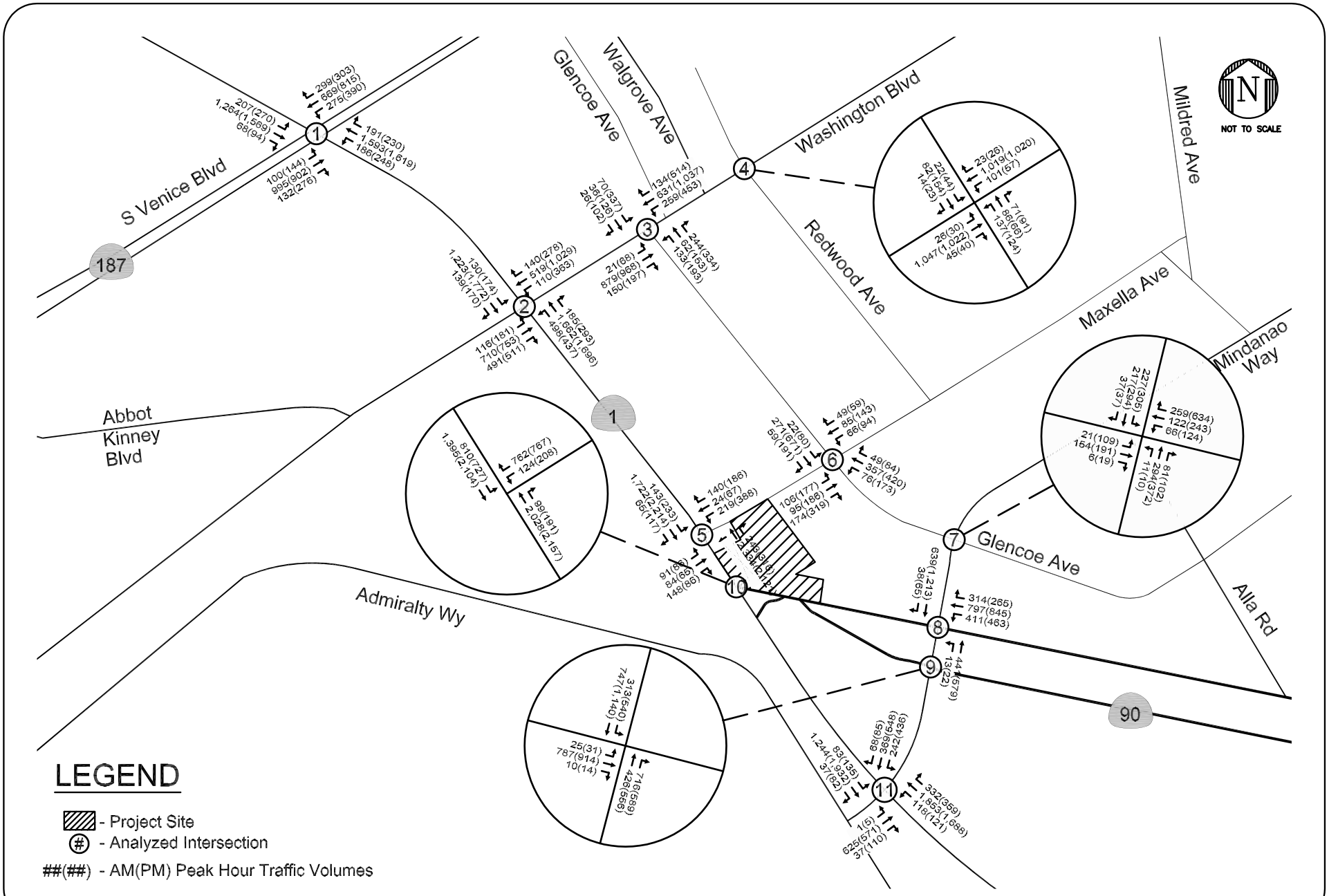


FIGURE 5
EXISTING PLUS AMBIENT PEAK HOUR TRAFFIC VOLUMES

Traffic Generation of Cumulative Development Projects

Information regarding potential future projects that are either under construction, planned, or proposed for development within or near the study area was obtained from several sources, including previous studies recently conducted within the area. These sources also include the current list of potential future projects from the LADOT related projects database. The cumulative projects are described in Table 4, and their locations are illustrated in Figure 6.

Projected weekday a.m. and p.m. peak hour trip generation for the majority of the related projects was also obtained from the LADOT related projects database. Other related projects' trip generation was obtained from the July 2003 The Village At Playa Vista Transportation Plan Environmental Impact Report prepared by Kaku Associates, Inc. As shown in Table 4, there are a total of 23 cumulative development projects within the two-mile radius vicinity of the project site.

The geographic distribution of traffic generated by developments such as those included in this analysis depend on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of the population from which employees and/or patrons of the proposed developments may be drawn, the geographic distribution of activity centers (employment, commercial, and other) to which residents of proposed residential projects may be drawn, and the location of the project in relation to the surrounding street system. The trip generation estimates were assigned to the local street system using the trip distribution patterns described above. The resulting related project only traffic volumes are illustrated in Figure 7.

Cumulative Base Traffic Volumes

Forecasts of cumulative base traffic volumes were developed by adding the traffic expected to be generated by the list of cumulative development projects to the background existing volumes adjusted by areawide traffic growth. The resulting traffic volumes at the 11 analyzed intersections, as illustrated in Figure 8, represent the year 2008 cumulative base conditions, i.e., future conditions without the project.

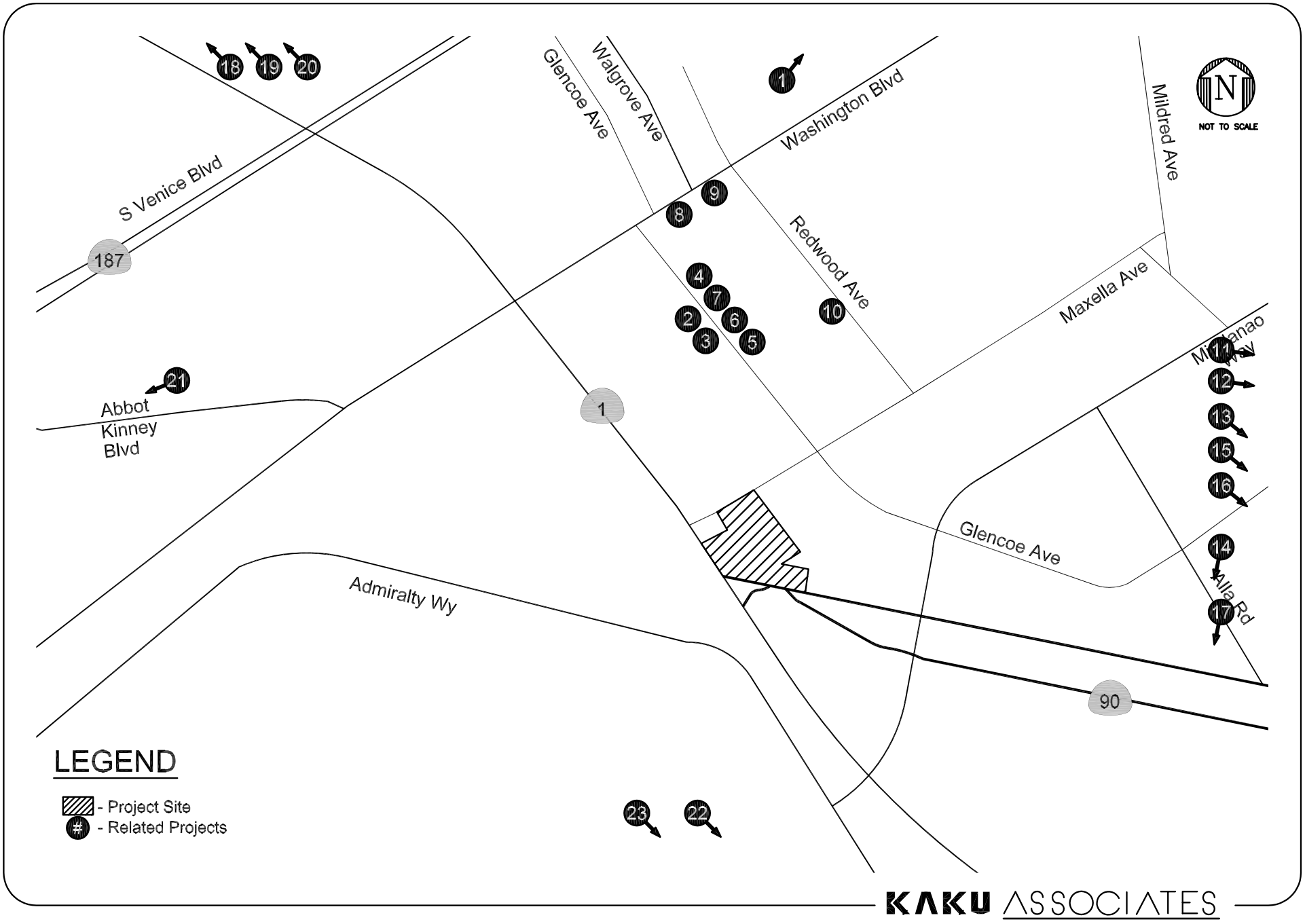


FIGURE 6
LOCATIONS OF RELATED PROJECTS

TABLE 4
TRIP GENERATION ESTIMATES FOR RELATED PROJECTS

MAP #	Project	Description	Location	City	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
						In	Out	Total	In	Out	Total
1	Taco Bell	Demolish existing Taco Bell & single family residence. Construction of 1,623 sf Taco Bell w/drive through.	Venice Bl & Inglewood Bl	Los Angeles	115	19	19	38	10	10	20
2	Apartment Complex	Construction of 51 unit apartment	4109 Glencoe Ave	Los Angeles	338	4	22	26	21	11	32
3	Apartment Complex	Construction of 51 unit apartment	4115 Glencoe Ave	Los Angeles	338	4	22	26	21	11	32
4	Apartment Complex	Construction of 50 unit apartment	4050 Glencoe Ave	Los Angeles	332	4	22	26	21	10	31
5	Apartment	Construction of 99 unit apartment	4114 Glencoe Ave	Los Angeles	656	8	42	50	41	20	61
6	Apartment	Construction of 64 unit apartment	4080 Glencoe Ave	Los Angeles	424	5	28	33	27	13	40
7	Apartment	Construction of 97 unit apartment	4060 Glencoe Ave	Los Angeles	643	8	41	49	40	20	60
8	Wells Fargo Bank	Development of 4,300 sq.ft walk in bank	13400 W. Washington Bl	Culver City	0	0	0	0	36	36	72
9	Commercial/ Retail Development	Construction of a two-story 4,257 sq. ft. commercial building	13322 Washington Bl	Culver City	896	15	9	24	38	41	79
10	Apartment Complex	Construction of 118 unit apartment	4155 Redwood Ave	Los Angeles	782	10	50	60	49	24	73
11	Starbucks	Construction of 1,710 sq.ft Starbucks	5570 Centinela Ave	Los Angeles	1,224	45	30	75	23	22	45
12	Apartment Complex	Construction of 310 unit apartment	5535 Westlawn Ave	Los Angeles	2,055	25	133	158	129	63	192
13	LMU Day Care Center	Proposal to operate day care center	7900 S Loyola Blvd	Los Angeles	N/A	44	39	83	39	44	83
14	Apartment Complex	construction of 846 Apartment units	8000 Manchester Av	Los Angeles	5,205	68	356	424	319	157	476
15	Decron Development	Residential Mixed-Use with 30,600 sq.ft spaces	8601 Lincoln Bl	Los Angeles	899	0	2	2	70	35	105
16	West Bluff	construction of 120 single family homes	7400 West 80th St	Los Angeles	1,226	23	70	93	81	46	127
17	Westchester Lutheran School Expansion	School expansion for 488 students	83rd Street	Los Angeles	1,708	269	180	449	78	127	205
18	Shopping Center Addition	8,800 sf addition to shopping center	115 Lincoln Bl	Los Angeles	435	5	4	9	15	16	31
19	Gas Station / Mini-market	720 sf mini market w/8 fueling stations	2005 Lincoln Bl	Los Angeles	1,953	61	61	121	81	81	161
20	Mixed use building w/ retail and apartment	197,000 sf retail and 280 unit apt	1430 Lincoln Bl	Los Angeles	7,251	78	175	253	341	247	588
21	General Commercial Office	Renovate existing manufacturing bldg into 15,180 sf general commercial office w/36 parking spaces	2100 Abbott Kinney Bl	Los Angeles	122	13	2	15	6	27	33
22	Marina del Rey Development [2]	Development incorporated in Local Coastal Plan	Marina del Rey	Los Angeles County	N/A	785	1,625	2,410	1,096	1,277	2,373
23	Playa Vista Phase I [1]	Development consisting of 3,246 residential units, 2,077,050 sq. ft. of office space, 35,000 sq. ft. of retail space, 1,129,900 sq. ft. of production and staging support uses and 120,000 sq. ft. of community serving uses	Jefferson Boulevard	Los Angeles	29,447	2,579	246	2,825	796	2,359	3,155
Totals					**19,114**	**598**	**1,111**	**1,708**	**1,128**	**777**	**1,905**

Notes:
Source: LADOT
[1] Playa Vista Phase I/II EIR Report

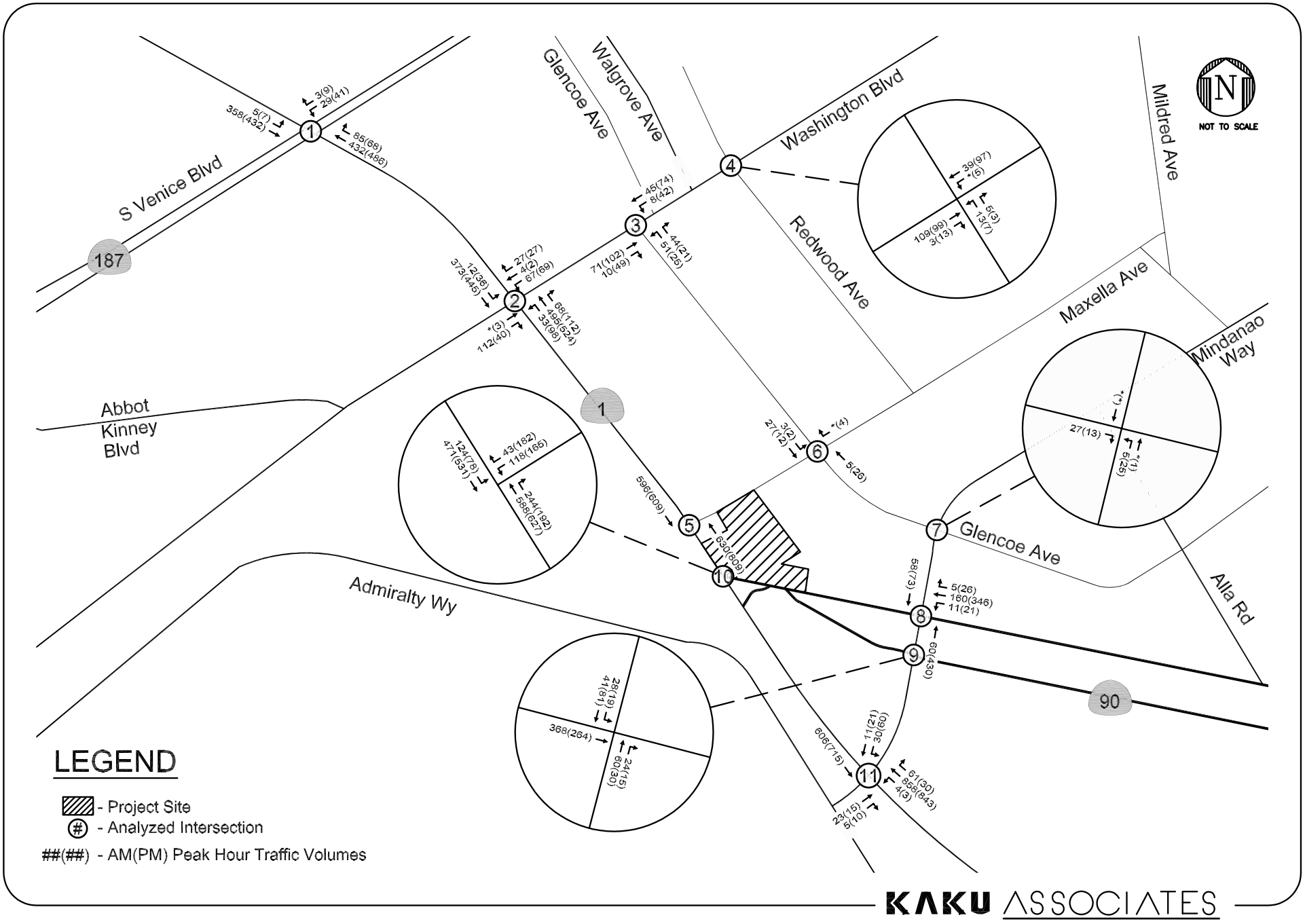


FIGURE 7
RELATED PROJECT ONLY TRAFFIC VOLUMES

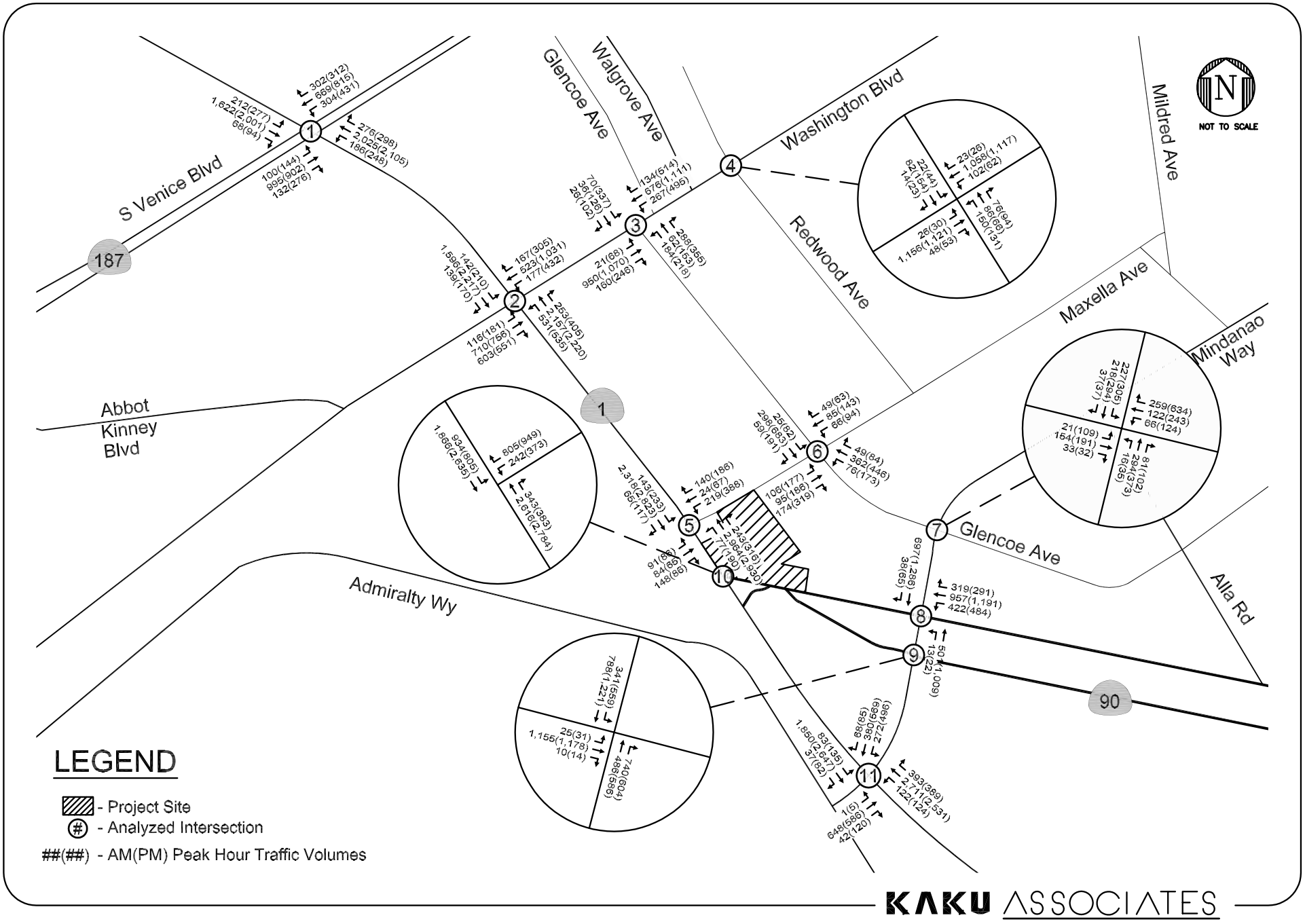


FIGURE 8
YEAR 2008 CUMULATIVE BASE PEAK HOUR TRAFFIC VOLUMES

PROJECT TRAFFIC VOLUMES

Development of future traffic forecasts for the proposed project uses a three-step process similar to the process described for the related projects. The process estimates the project's trip generation, trip distribution, and traffic assignment.

Project Trip Generation

Traffic generation forecasts for projects such as the Villa Marina Residential project are normally developed by estimating traffic generation for each land use separately. The project trip generation rates used for estimating future trips for the residential component of the proposed project was developed using the trip rates contained in the ITE *Trip Generation, 6th Edition* based on the Residential Condominium/Townhouse land use category, ITE Code 230. The commercial portion of the trip generation was developed using the trip rates contained in the ITE *Trip Generation, 6th Edition* based on the Shopping Center land use category, ITE Code 820.

The project site currently contains five separate structures comprised of a 6,000 square feet retail store, a 12,000 square feet restaurant, and a 3,000 square feet fast food restaurant. Since these lots are currently in use, existing trip generation was estimated for these uses and the net project trip generation was reduced accordingly.

Table 5 presents the trip generation rates and resulting trip generation estimates for the proposed project. As indicated in the table, the proposed project is expected to generate a net increase of approximately 124 trips during the morning peak hour and 129 trips during the afternoon peak hour.

Project Trip Distribution

The geographic distribution of traffic generated by the proposed project is dependent on the same factors described above for related projects: land use and employment density in the study area, level of congestion on the street system, and the characteristics of the street system itself. The

TABLE 5
ESTIMATED PROJECT TRIP GENERATION

	Size	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
				IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project									
Condominium	310 DU	230	1,817	23	113	136	145	72	217
Shopping Center	9,000 sq.ft	820	1,449	23	15	38	63	68	131
Pass-by Trips	*50%*		(725)	(12)	(8)	(19)	(32)	(34)	(66)
Subtotal			***2,541***	***34***	***120***	***155***	***176***	***106***	***282***
Existing to be Removed									
Shopping Center	21,038 sq.ft	820	2,502	38	25	63	147	160	307
Pass-by Trips	*50%*		(1,251)	(19)	(13)	(32)	(74)	(80)	(154)
Subtotal			***1,251***	***19***	***12***	***31***	***73***	***80***	***153***
Total Net Trips			**1,290**	**15**	**108**	**124**	**103**	**26**	**129**

Condominium Rate:	Daily =	5.86		
trips/dwelling unit	AM =	0.44	In: 17%	Out: 83%
	PM =	0.70 [a]	In: 67%	Out: 33%
Shopping Center Rates:	Daily =	exp(0.643*ln(Z1)+5.866)		
trips/1000 sf	AM =	exp(0.596*ln(Z1)+2.329)	In: 61%	Out: 39%
	PM =	14.6 [a]	In: 48%	Out: 52%

Source: Rates from ITE, *Trip Generation Manual*, 6th Edition, unless otherwise noted.
[a] Rates from Coastal Corridor Specific Plan Ordinance

general geographic trip distribution pattern used in the assignment of the traffic generated by the proposed project is illustrated in Figure 9.

Project Trip Assignment

The project trip generation estimates summarized in Table 5 and the distribution patterns illustrated in Figure 9 were used to assign the project-generated traffic to the local and regional street system and through the 11 study intersections. Figure 10 illustrates the assignment of the proposed project-generated peak hour traffic volumes at each of the study intersections during a typical weekday peak hour.

CUMULATIVE PLUS PROJECT TRAFFIC PROJECTIONS

The proposed project-generated traffic volumes in Figure 10 were then added to the cumulative base traffic volumes resulting in the cumulative plus project traffic volumes for the proposed project. Figure 11 illustrates the resulting projected cumulative plus project a.m. and p.m. peak hour traffic volumes. These volumes represent projected future weekday peak hour traffic conditions including the completion of the proposed project.

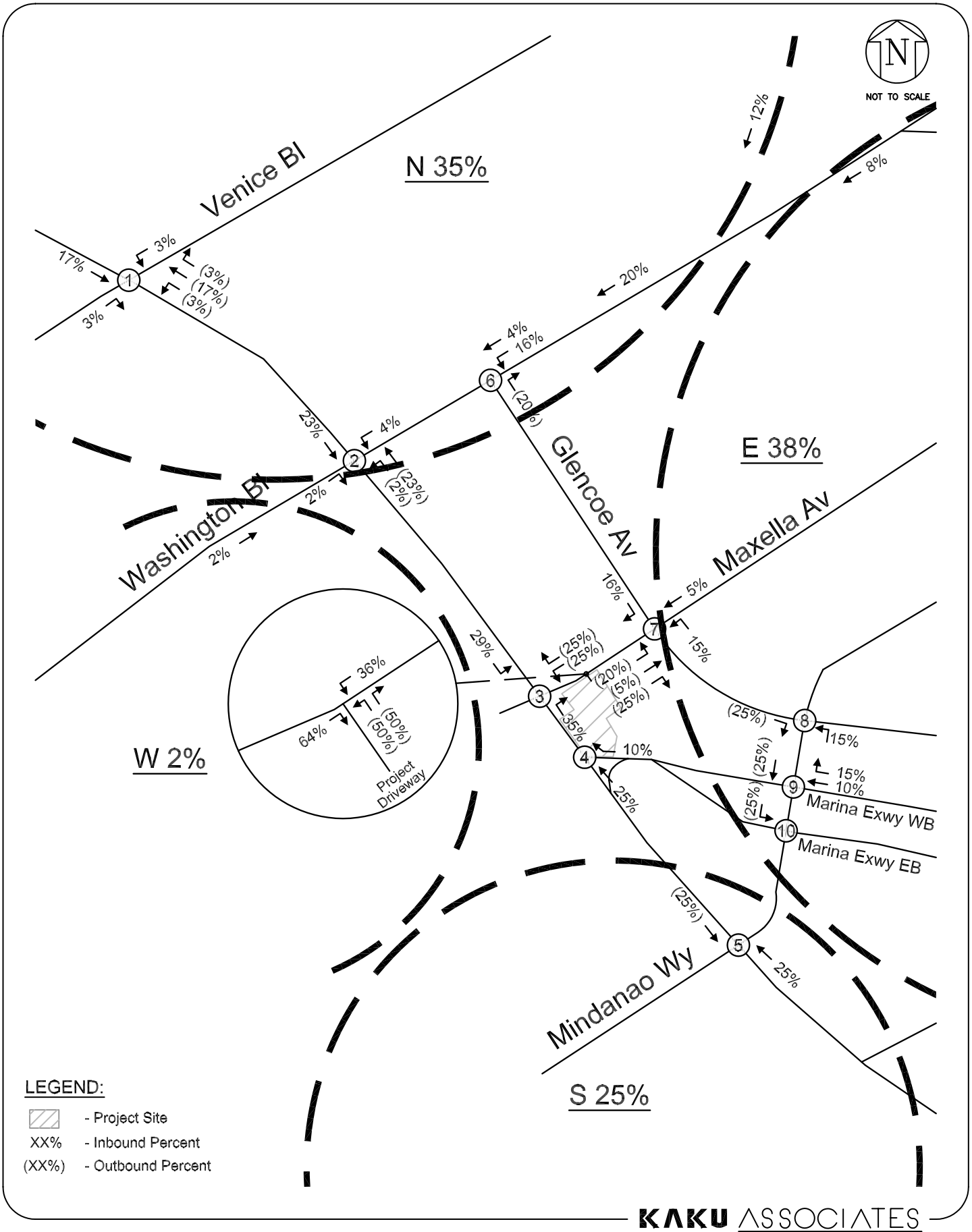


FIGURE 9
TRIP DISTRIBUTION PATTERN

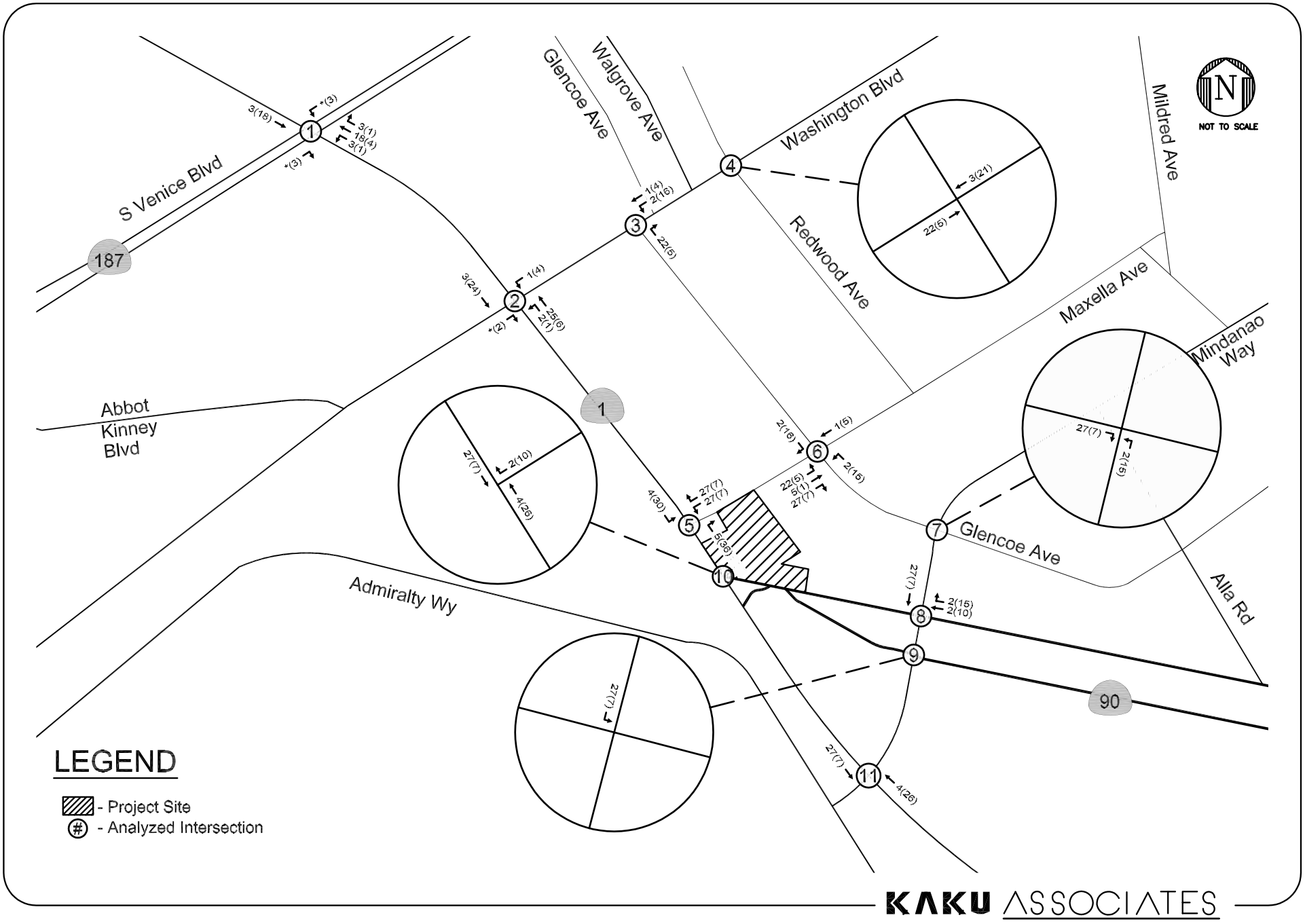
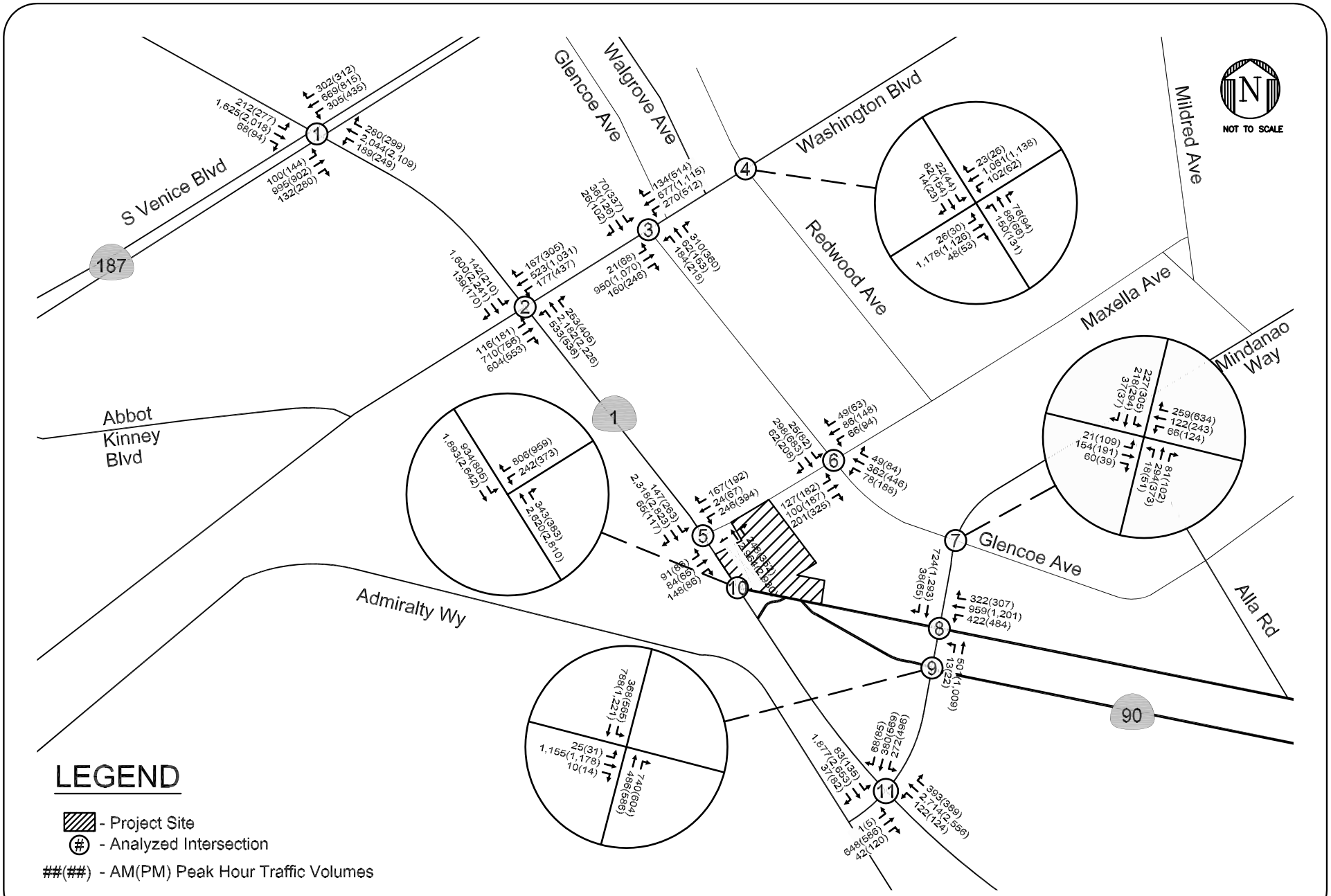


FIGURE 10
PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES



KAKU ASSOCIATES

FIGURE 11
YEAR 2008 CUMULATIVE PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

IV. TRAFFIC IMPACT ANALYSIS

This section presents an analysis of the potential impacts of the proposed Villa Marina Residential project on the local street system. The analysis compares the projected levels of service at each study intersection with the proposed project to the cumulative base (no project) scenario to determine potential project impacts, using significance criteria established by the City of Los Angeles.

INTERSECTION SIGNIFICANT IMPACT CRITERIA

The City of Los Angeles established threshold criteria that determine whether a project has a significant traffic impact at a specific intersection. Under the city's guidelines, a project impact would be considered significant if the following conditions are met:

Intersection Condition with Project Traffic		Project-related Increase
LOS	V/C Ratio	in V/C Ratio
C	> 0.700 – 0.800	Equal to or greater than 0.040
D	> 0.800 – 0.900	Equal to or greater than 0.020
E, F	> 0.900	Equal to or greater than 0.010

Using these criteria, for example, a project would not have a significant impact at an intersection if it is operating at LOS C after the addition of project traffic and the incremental change in the V/C ratio is less than 0.040. If the intersection, however, is operating at a LOS F after the addition of project traffic and the incremental change in the V/C ratio is 0.010 or greater, the project would be considered to have a significant impact.

CUMULATIVE BASE TRAFFIC CONDITIONS

The results of the analysis of the 11 intersections under the cumulative base traffic conditions are summarized in Table 6. Background traffic growth and traffic generated by related projects is

TABLE 6
YEAR 2008 FUTURE CONDITIONS
INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Cumulative Base [a] V/C	Cumulative Base [a] LOS	ITE Trip Gen Cumulative Plus Project V/C	ITE Trip Gen Cumulative Plus Project LOS	Project Increase in V/C	Significant Project Impact
1 Lincoln Blvd & Venice Blvd	**AM**	1.185	F	1.194	F	0.009	NO
	PM	1.276	F	1.279	F	0.003	NO
2 Lincoln Blvd & Washington Blvd	**AM**	0.944	E	0.950	E	0.006	NO
	PM	1.160	F	1.169	F	0.009	NO
3 Glencoe Ave & Washington Blvd	**AM**	0.590	A	0.608	B	0.018	NO
	PM	0.953	E	0.965	E	0.012	**YES**
4 Redwood Ave Washington Blvd	**AM**	0.592	A	0.599	A	0.007	NO
	PM	0.567	A	0.569	A	0.002	NO
5 Lincoln Blvd & Maxella Ave	**AM**	0.857	D	0.868	D	0.011	NO
	PM	0.932	E	0.947	E	0.015	**YES**
6 Glencoe Ave & Maxella Ave	**AM**	0.318	A	0.336	A	0.018	NO
	PM	0.582	A	0.602	B	0.020	NO
7 Mindanao Way & Glencoe Ave	**AM**	0.353	A	0.393	A	0.040	NO
	PM	0.787	C	0.787	C	0.000	NO
8 Mindanao Way & SR90 Marina WB	**AM**	0.431	A	0.431	A	0.000	NO
	PM	0.719	C	0.722	C	0.003	NO
9 Mindanao Way & SR90 Marina EB	**AM**	0.728	C	0.738	C	0.010	NO
	PM	0.812	D	0.815	D	0.003	NO
10 Lincoln Blvd & SR90 Marina Fwy	**AM**	1.083	F	1.085	F	0.002	NO
	PM	1.163	F	1.172	F	0.009	NO
11 Lincoln Blvd & Mindanao Way	**AM**	0.978	E	0.979	E	0.001	NO
	PM	1.107	F	1.109	F	0.002	NO

Notes:

- All study Intersection are currently operating under ATSAC system.

- With the exception of the Intersection of Mindanao Way & Glencoe Ave, All study intersections are projected to operate With ATCS under future conditions.

expected to cause a deterioration in operating conditions from the existing conditions even without consideration of potential traffic associated with the proposed project. As indicated in Table 6, four of the 11 intersections are projected to operate at unacceptable level of service (LOS E or F) during the morning peak hour, while six of these intersections are also expected to operate at unacceptable level of service during the afternoon peak hour.

CUMULATIVE PLUS PROJECT TRAFFIC ANALYSIS

The cumulative plus project peak hour traffic volumes illustrated in Figure 11 were analyzed to determine the projected year 2008 future operating conditions with the completion of the proposed project. Application of the significance criteria established by the City of Los Angeles indicates that the project would create significant traffic impacts at the intersections of Glencoe Avenue & Washington Boulevard and Lincoln Boulevard & Maxella Avenue during the afternoon peak hours under cumulative plus project conditions.

The other eight intersections, however, would have no significant project traffic impacts.

V. MITIGATION MEASURES

The traffic impact analyses in Chapter IV determined that development of the proposed Villa Marina Residential project is projected to cause significant impacts at two of the 11 study intersections.

PROPOSED MITIGATION MEASURES

Although all potential measures were considered while developing project mitigation measures, the analysis concentrated on those measures that could use the following criteria: improvements within the existing roadway right-of-way, improvements to the existing signal operations, and improvements requiring right-of-way acquisition.

Physical Mitigation Measures

The proposed project is located in an area that is densely populated and nearly fully built-out. Opportunities for physical mitigation measures such as flaring of intersection approaches to add turn lanes, restriping of lanes to provide additional lanes, and improving traffic control devices were investigated. The following are the suggested mitigation measures for the impacted study intersections:

- Glencoe Avenue and Washington Boulevard - Restripe the westbound approach to provide an additional left-turn lane. This would require removal of parking on the east leg of Washington Boulevard on the south side of the curb. Approximately eight on-street parking spaces would be removed.

- Lincoln Boulevard and Maxella Avenue - Widening the east leg of Maxella Avenue would be required to mitigate the project impact at this location. This would require right-of-way acquisition from the gas station located on the southeast corner of the intersection to provide additional lane on the westbound approach. It is uncertain that the gas station would agree to right-of-way acquisition. Thus, no physical or operational mitigation measure appears feasible at this intersection.

EFFECTIVENESS OF MITIGATION MEASURES

With the implementation of the suggested improvements, the significant project impacts would be mitigated to levels of insignificance at one of the two impacted locations – Glencoe Avenue at Washington Boulevard. Table 7 summarizes the effects of the proposed mitigation measures. As shown in the table, the mitigation measures proposed above would reduce the V/C ratios to levels less than significant (based on City of Los Angeles criteria) at one of the two impacted locations. The project would result in an unmitigated significant impact at the intersection of Lincoln Boulevard at Maxella Avenue.

TABLE 7
YEAR 2008 FUTURE CONDITIONS WITH MITIGATIONS
INTERSECTION LEVELS OF SERVICE ANALYSIS

Intersection	Peak Hour	Cumulative Base [a] V/C	Cumulative Base [a] LOS	ITE Trip Gen: Cumulative Plus Project V/C	ITE Trip Gen: Cumulative Plus Project LOS	ITE Trip Gen: Project Increase in V/C	ITE Trip Gen: Significant Project Impact	Mitigation: Cumulative Plus Project V/C	Mitigation: Cumulative Plus Project LOS	Mitigation: Project Increase in V/C	Mitigation: Significant Project Impact
3 Glencoe Ave & Washington Blvd	**AM**	0.590	A	0.608	B	0.018	NO	0.564	A	-0.026	NO
	PM	0.953	E	0.965	E	0.012	**YES**	0.822	D	-0.131	NO
5 Lincoln Blvd & Maxella Ave	**AM**	0.857	D	0.868	D	0.011	NO	0.868	D	0.011	NO
	PM	0.932	E	0.947	E	0.015	**YES**	0.947	E	0.015	**YES**

Notes:
- All study Intersection are currently operating under ATSAC system.

VI. SITE ACCESS AND PARKING

VEHICULAR ACCESS

Vehicular access to the Villa Marina Residential project would be provided via Maxella Avenue for residential and business patrons as well as delivery vehicles. Driveways to the retail parking supply would be provided on Maxella Avenue. A central driveway off Maxella Avenue would provide access to the residential parking garages and would provide access to the existing hotel located adjacent to the project boundary. In addition, residents would have access to "resident only" parking via garage gates with an electronic permission feature. No vehicular access is proposed along Lincoln Boulevard; however, signage directing access to the project would be placed along both Maxella Avenue and Lincoln Boulevard.

Major arterials such as Lincoln Boulevard, Venice Boulevard, and Washington Boulevard and secondary and collector roads such as Maxella Avenue, Mindanao Way, and Glencoe Avenue offer many options for local access to the Villa Marina Residential project site. In addition, retail employees and patrons traveling from east of the project site may access the site via the Marina Freeway just south of the site with direct connections to and from the I-405. Lincoln Boulevard also offers north-south access to the site from Santa Monica to the Los Angeles International Airport (LAX).

PARKING

As discussed in Chapter I, the Villa Marina Residential project proposes to supply a total of 691 parking spaces to accommodate the anticipated number of residents, guests, employees, and patrons. According to the *Official City of Los Angeles Municipal Code*, Volume 1, as amended through March 31, 2004, the following parking rates are required:

- A minimum of one parking space per dwelling unit of less than three habitable rooms
- A minimum of one and one-half parking spaces per dwelling unit of three habitable rooms
- A minimum of two parking spaces per dwelling unit of more than three habitable rooms
- One space per four dwelling units for visitors
- A minimum of four parking spaces per 1,000 square feet of general retail stores

Table 8 shows that the residential and commercial uses for the Villa Marina Residential project would require a total of 609 spaces to meet the City of Los Angeles Planning and Zoning Code requirements. The proposed supply of 691 spaces would be more than adequate to accommodate the parking needs of the Villa Marina residents, patrons, employees, and guests.

TABLE 8
PARKING GENERATION REQUIREMENTS FOR PROPOSED PROJECT

Land Use	Size	Parking Rates		Estimated Parking Requirment
		City of LA Planning and Zoning Code Parking Rate [a]		City of LA Planning and Zoning Code
PROPOSED PROJECT				
Residential Use				
3 Habitable Rooms	250 Dwelling Units	1.5	Per DU	375
3+ Habitable Rooms	60 Dwelling Units	2	Per DU	120
Visitors	310 Dwelling Units	0.25	Per DU	78
Retail Use	9,000 Square Feet	4	Per 1,000 SF	36
NET PROJECT REQUIREMENTS				**609**

Note:

a. Parking rates based on the Official City of Los Angeles Municipal Code, Volume 1, as amended through March 31, 2004.

VII. REGIONAL/CMP ANALYSIS

This section presents the Congestion Management Program (CMP) transportation impact analysis. This analysis was conducted in accordance with the procedures outlined in the *Congestion Management Program for Los Angeles County* (Los Angeles County Metropolitan Transportation Authority, June 2002). The CMP requires that when a traffic impact report is prepared for a project, traffic impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use these facilities.

CMP TRAFFIC IMPACT ANALYSIS

The CMP guidelines for determining the study area of the analysis for CMP arterial monitoring intersections and for freeway monitoring locations are as follows:

- All CMP arterial monitoring intersections where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hours of adjacent street traffic.
- All CMP mainline freeway monitoring locations where the proposed project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hours.

The nearest CMP arterial monitoring intersections to the project site is along Lincoln Boulevard at Venice Boulevard and at Marina Freeway (SR-90). Based on the incremental project trip generation estimates presented in Chapter III, the proposed project is not expected to add 50 or more new trips per hour to this location as shown in Figure 10. The intersection of Lincoln Boulevard and Venice Boulevard is projected to have 27 and 30 project trips during the morning and afternoon peak hour, respectively. At Lincoln Boulevard and SR-90, the total project traffic to be added would be 33 and 43 project trips during the morning and afternoon peak hour, respectively. Therefore, no further analysis of this CMP monitoring intersection is required.

The nearest mainline freeway monitoring location to the project site is the San Diego Freeway (I-405) north of Venice Boulevard. Based on the incremental project trip generation estimates, the proposed project will not add 150 or more new trips per hour to this location in either direction. A total of 10 and 38 project trips would be added at this location during the morning and afternoon

peak hours, respectively. Therefore, no further analysis of CMP freeway monitoring stations is required.

The analysis indicates that the project would not have a significant impact on the Congestion Management Plan system.

VIII. PROJECT ALTERNATIVE

An analysis was conducted to test the potential impacts of a smaller land use plan for the project. As an alternate to the 310-unit project with 9,000 square feet of retail, this chapter analyzes the effects of a project that contains 275 dwelling units in combination with 5,500 square feet of retail uses.

ALTERNATE PROJECT TRIP GENERATION

Table 9 shows that the smaller project would generate 104 trips in the morning peak hour and 80 trips in the afternoon peak hour. This represents a reduction of 20 and 49 trips in the morning and afternoon peak hours respectively when compared to the proposed project.

ALTERNATE PROJECT TRAFFIC ANALYSIS

The alternate project trips were assigned to the roadway system using the directional distribution described earlier in this report. The alternate project trips were added to the future background traffic levels shown in Figure 12 and a new set of capacity calculations were conducted for the Cumulative plus Alternate Project traffic volumes.

Table 10 shows the results of the capacity calculations measuring the impacts on the alternate project. As can be seen, the reduced project would not create a significant impact at any of the 11 study intersections.

TABLE 9
ESTIMATED ALTERNATE PROJECT TRIP GENERATION

	Size	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
				IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project									
Condominium	275 DU	230	1,612	21	100	121	129	64	193
Shopping Center	5,500 sq.ft	820	1,056	17	11	28	38	42	80
Pass-by Trips			0	0	0	0	0	0	0
Subtotal			***2,668***	***38***	***111***	***149***	***167***	***106***	***273***
Existing to be Removed									
Shopping Center	21,038 sq.ft	820	2,502	38	25	63	147	160	307
Pass-by Trips	*50%*		(1,251)	(19)	(13)	(32)	(74)	(80)	(154)
Subtotal			***1,251***	***19***	***12***	***31***	***73***	***80***	***153***
Total Net Trips			**1,417**	**19**	**99**	**118**	**94**	**26**	**120**

Condominium Rate:	Daily =	5.86		
trips/dwelling unit	AM =	0.44	In: 17%	Out: 83%
	PM =	0.70 [a]	In: 67%	Out: 33%
Shopping Center Rates:	Daily =	exp(0.643*ln(Z1)+5.866)		
trips/1000 sf	AM =	exp(0.596*ln(Z1)+2.329)	In: 61%	Out: 39%
	PM =	14.6 [a]	In: 48%	Out: 52%

Source: Rates from ITE, *Trip Generation Manual*, 6th Edition, unless otherwise noted.
[a] Rates from Coastal Corridor Specific Plan Ordinance

TABLE 10
YEAR 2008 FUTURE CONDITIONS WITH ALTERNATE PROJECT
INTERSECTION LEVELS OF SERVICE ANALYSIS

Intersection	Peak Hour	Cumulative Base [a] V/C	Cumulative Base [a] LOS	ITE Trip Gen Cumulative Plus Alternate Project V/C	ITE Trip Gen Cumulative Plus Alternate Project LOS	ITE Trip Gen Project Increase in V/C	ITE Trip Gen Significant Project Impact
1 Lincoln Blvd & Venice Blvd	**AM**	1.185	F	1.192	F	0.007	NO
	PM	1.276	F	1.277	F	0.001	NO
2 Lincoln Blvd & Washington Blvd	**AM**	0.944	E	0.949	E	0.005	NO
	PM	1.160	F	1.165	F	0.005	NO
3 Glencoe Ave & Washington Blvd	**AM**	0.590	A	0.605	B	0.015	NO
	PM	0.953	E	0.962	E	0.009	NO
4 Redwood Ave Washington Blvd	**AM**	0.592	A	0.599	A	0.007	NO
	PM	0.567	A	0.568	A	0.001	NO
5 Lincoln Blvd & Maxella Ave	**AM**	0.857	D	0.866	D	0.009	NO
	PM	0.932	E	0.941	E	0.009	NO
6 Glencoe Ave & Maxella Ave	**AM**	0.318	A	0.333	A	0.015	NO
	PM	0.582	A	0.594	A	0.012	NO
7 Mindanao Way & Glencoe Ave	**AM**	0.353	A	0.356	A	0.003	NO
	PM	0.787	C	0.787	C	0.000	NO
8 Mindanao Way & SR90 Marina WB	**AM**	0.431	A	0.431	A	0.000	NO
	PM	0.719	C	0.721	C	0.002	NO
9 Mindanao Way & SR90 Marina EB	**AM**	0.728	C	0.737	C	0.009	NO
	PM	0.812	D	0.813	D	0.001	NO
10 Lincoln Blvd & SR90 Marina Fwy	**AM**	1.083	F	1.084	F	0.001	NO
	PM	1.163	F	1.170	F	0.007	NO
11 Lincoln Blvd & Mindanao Way	**AM**	0.978	E	0.978	E	0.000	NO
	PM	1.107	F	1.107	F	0.000	NO

Notes:

- All study Intersection are currently operating under ATSAC system.

- With the exception of the Intersection of Mindanao Way & Glencoe Ave, All study intersections are projected to operate With ATCS under future conditions.

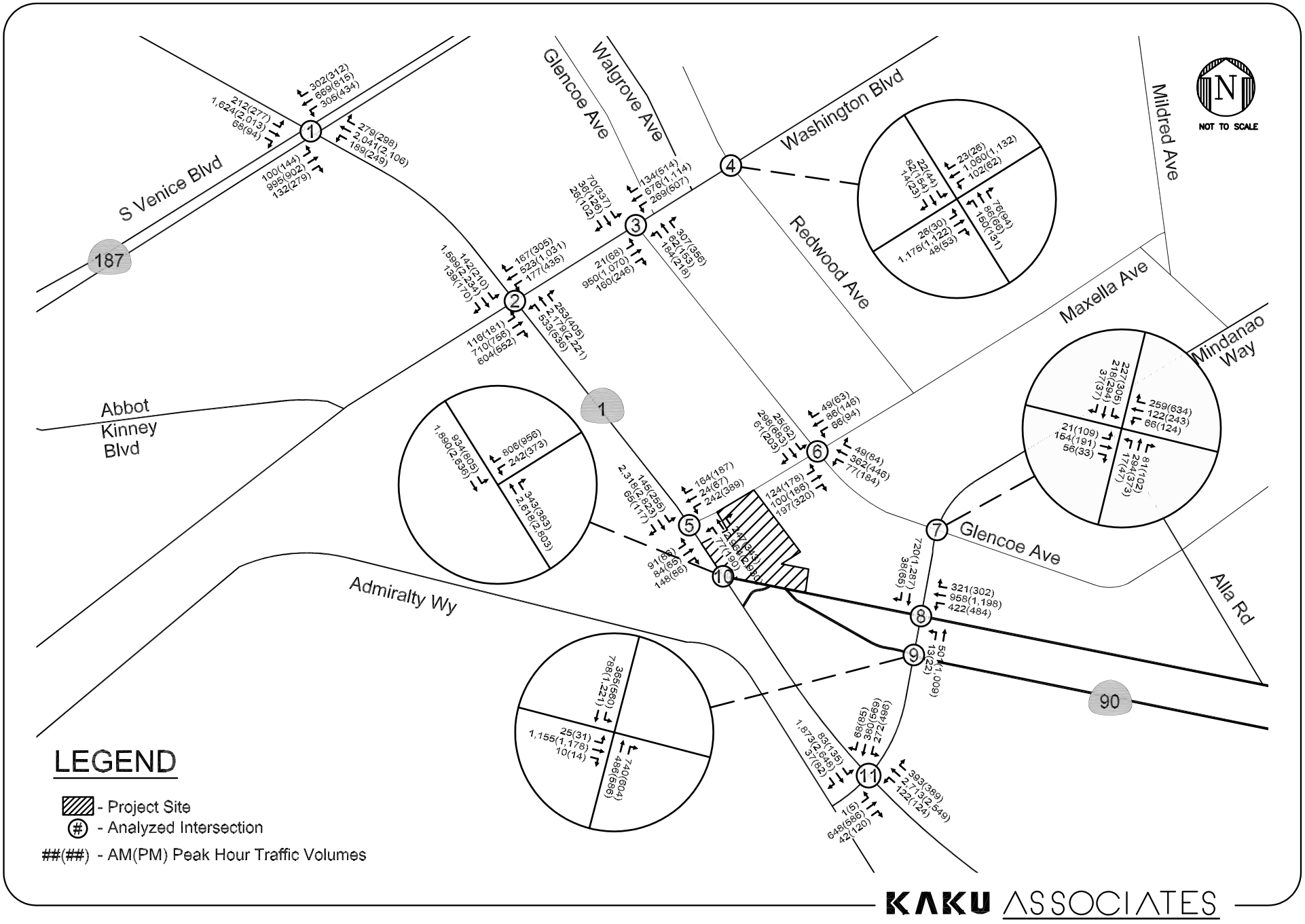


FIGURE 12

YEAR 2008 CUMULATIVE PLUS ALTERNATIVE PROJECT PEAK HOUR TRAFFIC VOLUMES

VIII. SUMMARY AND CONCLUSIONS

This report documents the assumptions, methodologies, and findings of a study conducted by Kaku Associates, Inc. to evaluate the potential traffic and circulation impacts of the proposed Villa Marina Residential project, as part of the preparation of an environmental impact report. The following summarizes the findings of the study:

- A total of 11 intersections were analyzed within the study area for this project. Currently, 10 of the intersections are operating at acceptable levels of service (LOS D or better) during the morning peak hour and nine of the intersections are operating at acceptable levels of service during the afternoon peak hour.

- The proposed project would consist of 310 condominium units and 9,000 square feet of commercial space. The proposed project is expected to generate net new morning and afternoon peak hour trips of 124 and 129 vehicles per hour.

- Analysis of the year 2008 cumulative base conditions, representing future conditions without the proposed project, indicates that seven of the analyzed intersections would operate at LOS D or better during the morning peak hours, while five of these analyzed intersections would also operate at LOS D or better during the afternoon peak hours.

- Analysis of the cumulative plus project conditions indicates that, using the City of Los Angeles criteria for determining significance of impact, the proposed project would have a significant impact at two of the 11 analyzed intersections during the afternoon peak hour.

- Project mitigation strategies consisting of physical measures were identified for one of the impacted study intersections. With implementation of the proposed mitigation measures, project impacts at the intersection of Glencoe Avenue & Washington Boulevard would be fully mitigated.

- The project as proposed would result in an unmitigated significant impact at the intersection of Lincoln Boulevard & Maxella Avenue.

- An alternate land use plan for the project was tested. A project of 275 dwelling units and 5,500 square feet of retail would generate 104 morning and 80 afternoon peak hour trips. At this level of project traffic generation, the project would not create a significant impact at any of the 11 study intersections.

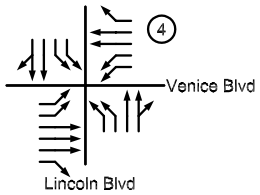
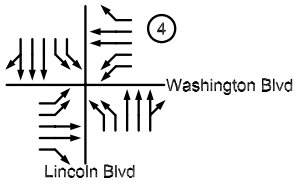
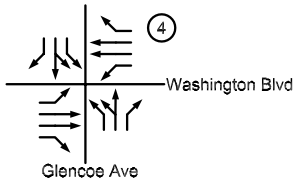
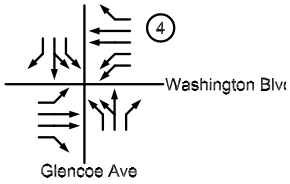
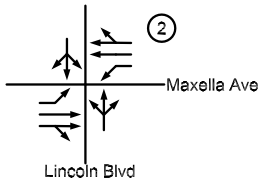
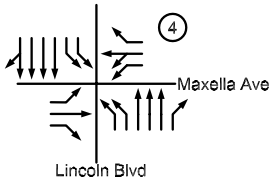
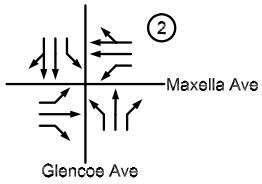
- Analysis of potential impacts on the regional transportation system conducted in accordance with the CMP requirements determined that the project would not have a significant impact on the freeway system.

- Analysis of the parking supply indicates that 691 parking spaces would be adequate to meet the code requirements as well as accommodate the parking needs of the Villa Marina residents, guests, patrons, and employees.

APPENDIX A

INTERSECTION CONFIGURATIONS

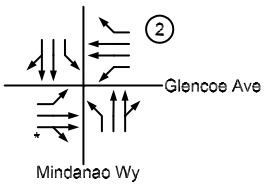
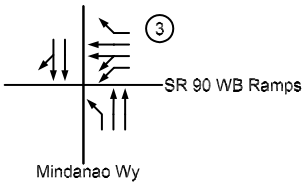
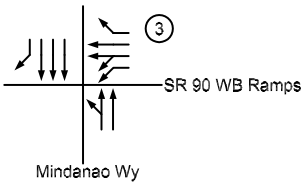
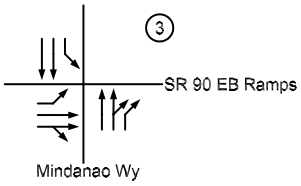
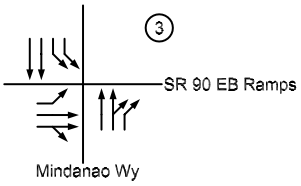
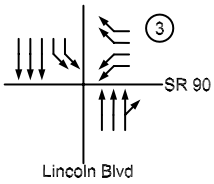
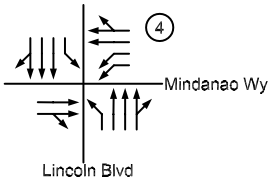
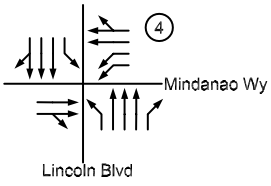
INTERSECTION LANE CONFIGURATIONS

	EXISTING CONDITIONS	FUTURE BASE CONDITIONS	FUTURE PROJECT WITH MITIGATIONS CONDITIONS
1. Lincoln Blvd & Venice Blvd		Same As Existing	Same As Existing
2. Lincoln Blvd & Washington Blvd		Same As Existing	Same As Existing
3. Glencoe Ave & Washington Blvd		Same As Existing	
4. Redwood Ave & Washington Blvd		Same As Existing	Same As Existing
5. Lincoln Blvd & Maxella Ave		Same As Existing	No Feasible Mitigation
6. Glencoe Ave & Maxella Ave		Same As Existing	Same As Existing

LEGEND

(#) Number of Critical Phases

INTERSECTION LANE CONFIGURATIONS

	EXISTING CONDITIONS	FUTURE BASE CONDITIONS	FUTURE PROJECT WITH MITIGATIONS CONDITIONS
7. Mindanao Wy & Glencoe Ave		Same As Existing	Same As Existing
8. Mindanao Wy & SR 90 WB Ramps			Same As Future Base
9. Mindanao Wy & SR 90 EB Ramps			Same As Future Base
10. Lincoln Blvd & SR 90 Fwy		Same As Existing	Same As Existing
11. Lincoln Blvd & Mindanao Wy			Same As Future Base

LEGEND

(#) Number of Critical Phases

* Insufficent pocket to consider separate RT

APPENDIX B

TRAFFIC COUNT DATA SHEETS

APPENDIX C

LEVEL OF SERVICE WORKSHEETS

EXISTING (YEAR 2004)

CUMULATIVE BASE (YEAR 2008)

CUMULATIVE PLUS PROJECT

CUMULATIVE PLUS PROJECT WITH MITIGATIONS

CUMULATIVE PLUS ALTERNATE PROJECT

Appendix D
Air Quality Calculation Worksheets

Villa Marina

Draft Environmental Impact Report
Appendix D

Air Quality Assessment Files

Provided by PCR Services Corporation

September 2004

Appendix D-1

- Construction Emissions Inventory
  - Regional Construction Emissions Summary
  - URBEMIS2002 Construction Emissions Output
    - Unmitigated
    - Mitigated

UNMITIGATED	ROG (lbs/day)	NOx (lbs/day)	CO (lbs/day)	SO2 (lbs/day)	PM10 (lbs/day) TOTAL	PM10 (lbs/day) EXHAUST	PM10 (lbs/day) DUST
Site Demolition							
On-Site	13	85	101	<1	8	3	5
Off-Site	1	18	7	<1	<1	<1	<1
Total	14	103	108	<1	8	3	5
Site Preparation							
On-Site	10	63	87	<1	20	2	18
Off-Site	2	33	6	<1	1	1	<1
Total	12	96	93	<1	21	3	18
Building Erection/Finishing							
On-Site	12	76	94	<1	3	3	<1
Off-Site	1	1	8	<1	<1	<1	<1
Total	13	77	102	<1	3	3	<1

MITIGATED	ROG (lbs/day)	NOx (lbs/day)	CO (lbs/day)	SO2 (lbs/day)	PM10 (lbs/day) TOTAL	PM10 (lbs/day) EXHAUST	PM10 (lbs/day) DUST
Site Demolition							
On-Site	12	80	96	<1	8	3	5
Off-Site	1	18	7	<1	<1	<1	<1
Total	13	98	103	<1	8	3	5
Site Preparation							
On-Site	10	60	82	<1	15	2	13
Off-Site	2	33	6	<1	1	1	<1
Total	12	93	88	<1	16	3	13
Building Erection/Finishing							
On-Site	11	72	89	<1	3	3	<1
Off-Site	1	1	8	<1	<1	<1	<1
Total	12	73	97	<1	3	3	<1

URBEMIS 2002 For Windows 7.5.0

File Name: V:\AQNOISE DIVISION\Active Projects\Villa Marina\Air Quality\URBEMIS\Construction\Unmitigated Construction.urb
Project Name: Villa Marina - Construction
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: January, 2006
Construction Duration: 26
Total Land Use Area to be Developed: 4 acres
Maximum Acreage Disturbed Per Day: 4 acres
Single Family Units: 0 Multi-Family Units: 310
Retail/Office/Institutional/Industrial Square Footage: 9000

CONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2006***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	4.75	-	4.75
Off-Road Diesel	12.53	84.52	100.75	-	3.46	3.46	0.00
On-Road Diesel	0.80	17.97	2.99	0.26	0.41	0.34	0.07
Worker Trips	0.18	0.34	3.72	0.00	0.02	0.01	0.01
Maximum lbs/day	13.51	102.83	107.46	0.26	8.64	3.81	4.83
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	17.92	-	17.92
Off-Road Diesel	10.31	63.39	86.74	-	2.23	2.23	0.00
On-Road Diesel	1.45	32.54	5.41	0.47	0.74	0.62	0.12
Worker Trips	0.06	0.03	0.69	0.00	0.01	0.00	0.01
Maximum lbs/day	11.82	95.96	92.84	0.47	20.90	2.85	18.05
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	9.16	65.06	71.27	-	2.76	2.76	0.00
Bldg Const Worker Trips	0.73	0.41	8.74	0.00	0.13	0.01	0.12
Arch Coatings Off-Gas	55.76	-	-	-	-	-	-
Arch Coatings Worker Trips	0.73	0.41	8.74	0.00	0.13	0.01	0.12
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	66.38	65.88	88.75	0.00	3.02	2.78	0.24
Max lbs/day all phases	66.38	102.83	107.46	0.47	21.86	3.81	18.05
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	9.16	62.69	72.62	-	2.49	2.49	0.00
Bldg Const Worker Trips	0.68	0.39	8.22	0.00	0.13	0.01	0.12
Arch Coatings Off-Gas	55.76	-	-	-	-	-	-
Arch Coatings Worker Trips	0.68	0.39	8.22	0.00	0.13	0.01	0.12
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	66.28	63.47	89.06	0.00	2.75	2.51	0.24
Max lbs/day all phases	66.28	63.47	89.06	0.00	2.75	2.51	0.24
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	9.16	60.33	73.91	-	2.23	2.23	0.00
Bldg Const Worker Trips	0.62	0.36	7.66	0.00	0.13	0.01	0.12
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.24	-	-	-	-	-	-
Asphalt Off-Road Diesel	2.41	15.49	19.62	-	0.54	0.54	0.00
Asphalt On-Road Diesel	0.05	0.88	0.17	0.00	0.02	0.02	0.00
Asphalt Worker Trips	0.01	0.01	0.13	0.00	0.00	0.00	0.00
Maximum lbs/day	12.49	77.06	101.49	0.00	2.92	2.80	0.12
Max lbs/day all phases	12.49	77.06	101.49	0.00	2.92	2.80	0.12

Construction-Related Mitigation Measures

Phase 2: Soil Disturbance: Apply soil stabilizers to inactive areas
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 30.0%)
Phase 2: Soil Disturbance: Replace ground cover in disturbed areas quickly
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 15.0%)
Phase 2: Soil Disturbance: Water exposed surfaces - 2x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 34.0%)
Phase 2: Stockpiles: Cover all stock piles with tarps
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 9.5%)
Phase 2: Unpaved Roads: Water all haul roads 3x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 45.0%)
Phase 2: Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 40.0%)

Phase 1 - Demolition Assumptions
Start Month/Year for Phase 1: Jan '06
Phase 1 Duration: 2 months
Building Volume Total (cubic feet): 30000
Building Volume Daily (cubic feet): 11300
On-Road Truck Travel (VMT): 627
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
3	Cranes	190	0.430	8.0
2	Other Equipment	190	0.620	8.0
3	Rubber Tired Loaders	165	0.465	8.0

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Mar '06
Phase 2 Duration: 4 months
On-Road Truck Travel (VMT): 1136
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Cranes	190	0.430	8.0
3	Excavators	180	0.580	8.0
2	Rubber Tired Loaders	165	0.465	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Jul '06
Phase 3 Duration: 20 months
Start Month/Year for SubPhase Building: Jul '06
SubPhase Building Duration: 20 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Cranes	190	0.430	4.0
2	Other Equipment	190	0.620	8.0
2	Rough Terrain Forklifts	94	0.475	8.0
1	Rubber Tired Loaders	165	0.465	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Start Month/Year for SubPhase Architectural Coatings: Dec '06
SubPhase Architectural Coatings Duration: 11 months
Start Month/Year for SubPhase Asphalt: Feb '08
SubPhase Asphalt Duration: .25 months
Acres to be Paved: .5
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Pavers	132	0.590	8.0
1	Paving Equipment	111	0.530	8.0

Villa Marina Construction URBEMIS Output - Mitigated

URBEMIS 2002 For Windows 7.5.0

File Name: V:\AQNOISE DIVISION\Active Projects\Villa Marina\Air Quality\URBEMIS\Construction\Mitigated Construction.urb
Project Name: Villa Marina - Construction
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: January, 2006
Construction Duration: 26
Total Land Use Area to be Developed: 4 acres
Maximum Acreage Disturbed Per Day: 4 acres
Single Family Units: 0 Multi-Family Units: 310
Retail/Office/Institutional/Industrial Square Footage: 9000

CONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2006***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	4.75	-	4.75
Off-Road Diesel	11.90	80.29	95.71	-	3.29	3.29	0.00
On-Road Diesel	0.80	17.97	2.99	0.26	0.41	0.34	0.07
Worker Trips	0.18	0.34	3.72	0.00	0.02	0.01	0.01
Maximum lbs/day	12.88	98.60	102.42	0.26	8.47	3.64	4.83
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	12.90	-	12.90
Off-Road Diesel	9.79	60.22	82.40	-	2.12	2.12	0.00
On-Road Diesel	1.45	32.54	5.41	0.47	0.74	0.62	0.12
Worker Trips	0.06	0.03	0.69	0.00	0.01	0.00	0.01
Maximum lbs/day	11.30	92.79	88.50	0.47	15.77	2.74	13.03
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	8.70	61.81	67.71	-	2.62	2.62	0.00
Bldg Const Worker Trips	0.73	0.41	8.74	0.00	0.13	0.01	0.12
Arch Coatings Off-Gas	55.76	-	-	-	-	-	-
Arch Coatings Worker Trips	0.73	0.41	8.74	0.00	0.13	0.01	0.12
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	65.92	62.63	85.19	0.00	2.88	2.64	0.24
Max lbs/day all phases	65.92	98.60	102.42	0.47	16.66	3.64	13.03
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	8.70	59.56	68.99	-	2.37	2.37	0.00
Bldg Const Worker Trips	0.68	0.39	8.22	0.00	0.13	0.01	0.12
Arch Coatings Off-Gas	55.76	-	-	-	-	-	-
Arch Coatings Worker Trips	0.68	0.39	8.22	0.00	0.13	0.01	0.12
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	65.82	60.33	85.42	0.00	2.62	2.38	0.24
Max lbs/day all phases	65.82	60.33	85.42	0.00	2.62	2.38	0.24
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	8.70	57.31	70.21	-	2.12	2.12	0.00
Bldg Const Worker Trips	0.62	0.36	7.66	0.00	0.13	0.01	0.12
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.24	-	-	-	-	-	-
Asphalt Off-Road Diesel	2.29	14.72	18.64	-	0.51	0.51	0.00
Asphalt On-Road Diesel	0.05	0.88	0.17	0.00	0.02	0.02	0.00
Asphalt Worker Trips	0.01	0.01	0.13	0.00	0.00	0.00	0.00
Maximum lbs/day	11.91	73.27	96.82	0.00	2.78	2.66	0.12
Max lbs/day all phases	11.91	73.27	96.82	0.00	2.78	2.66	0.12

Construction-Related Mitigation Measures

Phase 1: Off-Road Diesel Exhaust: Keep Engines Properly Tuned
Percent Reduction(ROG 5% NOx 5% CO 5% SO2 5% PM10 5%)
Phase 2: Soil Disturbance: Apply soil stabilizers to inactive areas
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 30.0%)
Phase 2: Soil Disturbance: Replace ground cover in disturbed areas quickly
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 15.0%)
Phase 2: Soil Disturbance: Water exposed surfaces - 3x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 50.0%)
Phase 2: Stockpiles: Cover all stock piles with tarps
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 9.5%)
Phase 2: Unpaved Roads: Water all haul roads 3x daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 45.0%)
Phase 2: Unpaved Roads: Reduce speed on unpaved roads to < 15 mph
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 40.0%)
Phase 2: Soil Disturbance: Keep Engines Properly Tuned
Percent Reduction(ROG 5% NOx 5% CO 5% SO2 5% PM10 5%)
Phase 2: Off-Road Diesel Exhaust: keep engines properly tuned
Percent Reduction(ROG 5.0% NOx 5.0% CO 5.0% SO2 5.0% PM10 5.0%)
Phase 3: Off-Road Diesel Exhaust: keep engines properly tuned
Percent Reduction(ROG 5.0% NOx 5.0% CO 5.0% SO2 5.0% PM10 5.0%)
Phase 3: Off-Road Diesel Exhaust: keep engines properly tuned
Percent Reduction(ROG 5.0% NOx 5.0% CO 5.0% SO2 5.0% PM10 5.0%)

Phase 1 - Demolition Assumptions
Start Month/Year for Phase 1: Jan '06
Phase 1 Duration: 2 months
Building Volume Total (cubic feet): 30000
Building Volume Daily (cubic feet): 11300
On-Road Truck Travel (VMT): 627
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
3	Cranes	190	0.430	8.0
2	Other Equipment	190	0.620	8.0
3	Rubber Tired Loaders	165	0.465	8.0

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Mar '06
Phase 2 Duration: 4 months
On-Road Truck Travel (VMT): 1136
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Cranes	190	0.430	8.0
3	Excavators	180	0.580	8.0
2	Rubber Tired Loaders	165	0.465	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Jul '06
Phase 3 Duration: 20 months
Start Month/Year for SubPhase Building: Jul '06
SubPhase Building Duration: 20 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Cranes	190	0.430	4.0
2	Other Equipment	190	0.620	8.0
2	Rough Terrain Forklifts	94	0.475	8.0
1	Rubber Tired Loaders	165	0.465	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

Start Month/Year for SubPhase Architectural Coatings: Dec '06
SubPhase Architectural Coatings Duration: 11 months
Start Month/Year for SubPhase Asphalt: Feb '08
SubPhase Asphalt Duration: .25 months
Acres to be Paved: .5
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Pavers	132	0.590	8.0
1	Paving Equipment	111	0.530	8.0

Appendix D-2

- SCAQMD Rule 403 (Fugitive Dust) Control Requirements

(Adopted May 7, 1976) (Amended November 6, 1992)
(Amended July 9, 1993) (Amended February 14, 1997)
(Amended December 11, 1998)(Amended April 2, 2004)

RULE 403. FUGITIVE DUST

(a) Purpose

The purpose of this Rule is to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.

(b) Applicability

The provisions of this Rule shall apply to any activity or man-made condition capable of generating fugitive dust.

(c) Definitions

(1) ACTIVE OPERATIONS means any source capable of generating fugitive dust, including, but not limited to, earth-moving activities, construction/demolition activities, disturbed surface area, or heavy- and light-duty vehicular movement.

(2) AGGREGATE-RELATED PLANTS are defined as facilities that produce and / or mix sand and gravel and crushed stone.

(3) AGRICULTURAL HANDBOOK means the region-specific guidance document that has been approved by the Governing Board or hereafter approved by the Executive Officer and the U.S. EPA. For the South Coast Air Basin, the Board-approved region-specific guidance document is the Rule 403 Agricultural Handbook dated December 1998. For the Coachella Valley, the Board-approved region-specific guidance document is the Rule 403 Coachella Valley Agricultural Handbook dated April 2, 2004.

(4) ANEMOMETERS are devices used to measure wind speed and direction in accordance with the performance standards, and maintenance and calibration criteria as contained in the most recent Rule 403 Implementation Handbook.

(5) BEST AVAILABLE CONTROL MEASURES means fugitive dust control actions that are set forth in Table 1 of this Rule.

(6) BULK MATERIAL is sand, gravel, soil, aggregate material less than two inches in length or diameter, and other organic or inorganic particulate matter.

(7) CEMENT MANUFACTURING FACILITY is any facility that has a cement kiln at the facility.

(8) CHEMICAL STABILIZERS are any non-toxic chemical dust suppressant which must not be used if prohibited for use by the Regional Water Quality Control Boards, the California Air Resources Board, the U.S. Environmental Protection Agency (U.S. EPA), or any applicable law, rule or regulation. The chemical stabilizers shall meet any specifications, criteria, or tests required by any federal, state, or local water agency. Unless otherwise indicated, the use of a non-toxic chemical stabilizer shall be of sufficient concentration and application frequency to maintain a stabilized surface.

(9) CONSTRUCTION/DEMOLITION ACTIVITIES means any on-site mechanical activities conducted in preparation of, or related to, the building, alteration, rehabilitation, demolition or improvement of property, including, but not limited to the following activities: grading, excavation, loading, crushing, cutting, planing, shaping or ground breaking.

(10) CONTRACTOR means any person who has a contractual arrangement to conduct an active operation for another person.

(11) DISTURBED SURFACE AREA means a portion of the earth's surface which has been physically moved, uncovered, destabilized, or otherwise modified from its undisturbed natural soil condition, thereby increasing the potential for emission of fugitive dust. This definition excludes those areas which have:

(A) been restored to a natural state, such that the vegetative ground cover and soil characteristics are similar to adjacent or nearby natural conditions;

(B) been paved or otherwise covered by a permanent structure; or

(C) sustained a vegetative ground cover of at least 70 percent of the native cover for a particular area for at least 30 days.

(12) DUST SUPPRESSANTS are water, hygroscopic materials, or non-toxic chemical stabilizers used as a treatment material to reduce fugitive dust emissions.

(13) EARTH-MOVING ACTIVITIES means the use of any equipment for any activity where soil is being moved or uncovered, and shall include, but not be limited to the following: grading, earth cutting and filling operations, loading or unloading of dirt or bulk materials, adding to or removing from open storage piles of bulk materials, landfill operations, weed abatement through disking, and soil mulching.

(14) DUST CONTROL SUPERVISOR means a person with the authority to expeditiously employ sufficient dust mitigation measures to ensure compliance with all Rule 403 requirements at an active operation.

(15) FUGITIVE DUST means any solid particulate matter that becomes airborne, other than that emitted from an exhaust stack, directly or indirectly as a result of the activities of any person.

(16) HIGH WIND CONDITIONS means that instantaneous wind speeds exceed 25 miles per hour.

(17) INACTIVE DISTURBED SURFACE AREA means any disturbed surface area upon which active operations have not occurred or are not expected to occur for a period of 20 consecutive days.

(18) LARGE OPERATIONS means any active operations on property which contains 50 or more acres of disturbed surface area; or any earth-moving operation with a daily earth-moving or throughput volume of 3,850 cubic meters (5,000 cubic yards) or more three times during the most recent 365-day period.

(19) OPEN STORAGE PILE is any accumulation of bulk material, which is not fully enclosed, covered or chemically stabilized, and which attains a height of three feet or more and a total surface area of 150 or more square feet.

(20) PARTICULATE MATTER means any material, except uncombined water, which exists in a finely divided form as a liquid or solid at standard conditions.

(21) PAVED ROAD means a public or private improved street, highway, alley, public way, or easement that is covered by typical roadway materials, but excluding access roadways that connect a facility with a public paved roadway and are not open to through traffic. Public paved roads are those open to public access and that are owned by any federal, state, county, municipal or any other governmental or quasi-governmental agencies. Private paved roads are any paved roads not defined as public.

(22) PM_{10} means particulate matter with an aerodynamic diameter smaller than or equal to 10 microns as measured by the applicable State and Federal reference test methods.

(23) PROPERTY LINE means the boundaries of an area in which either a person causing the emission or a person allowing the emission has the legal use or possession of the property. Where such property is divided into one or more sub-tenancies, the property line(s) shall refer to the boundaries dividing the areas of all sub-tenancies.

(24) RULE 403 IMPLEMENTATION HANDBOOK means a guidance document that has been approved by the Governing Board on April 2, 2004 or hereafter approved by the Executive Officer and the U.S. EPA.

(25) SERVICE ROADS are paved or unpaved roads that are used by one or more public agencies for inspection or maintenance of infrastructure and which are not typically used for construction-related activity.

(26) SIMULTANEOUS SAMPLING means the operation of two PM_{10} samplers in such a manner that one sampler is started within five minutes of the other, and each sampler is operated for a consecutive period which must be not less than 290 minutes and not more than 310 minutes.

(27) SOUTH COAST AIR BASIN means the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County as defined in California Code of Regulations, Title 17, Section 60104. The area is bounded on the west by the Pacific Ocean, on the north and east by the San Gabriel, San Bernardino, and San Jacinto Mountains, and on the south by the San Diego county line.

(28) STABILIZED SURFACE means any previously disturbed surface area or open storage pile which, through the application of dust suppressants, shows visual or other evidence of surface crusting and is resistant to wind-driven fugitive dust and is demonstrated to be stabilized. Stabilization can be demonstrated by one or more of the applicable test methods contained in the Rule 403 Implementation Handbook.

(29) TRACK-OUT means any bulk material that adheres to and agglomerates on the exterior surface of motor vehicles, haul trucks, and equipment (including tires) that have been released onto a paved road and can be removed by a vacuum sweeper or a broom sweeper under normal operating conditions.

(30) TYPICAL ROADWAY MATERIALS means concrete, asphaltic concrete, recycled asphalt, asphalt, or any other material of equivalent performance as determined by the Executive Officer, and the U.S. EPA.

(31) UNPAVED ROADS means any unsealed or unpaved roads, equipment paths, or travel ways that are not covered by typical roadway materials. Public unpaved roads are any unpaved roadway owned by federal, state, county, municipal or other governmental or quasi-governmental agencies. Private unpaved roads are all other unpaved roadways not defined as public.

(32) VISIBLE ROADWAY DUST means any sand, soil, dirt, or other solid particulate matter which is visible upon paved road surfaces and which can be removed by a vacuum sweeper or a broom sweeper under normal operating conditions.

(33) WIND-DRIVEN FUGITIVE DUST means visible emissions from any disturbed surface area which is generated by wind action alone.

(34) WIND GUST is the maximum instantaneous wind speed as measured by an anemometer.

(d) Requirements

(1) No person shall cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area such that:

(A) the dust remains visible in the atmosphere beyond the property line of the emission source; or

(B) the dust emission exceeds 20 percent opacity (as determined by the appropriate test method included in the Rule 403 Implementation Handbook), if the dust emission is the result of movement of a motorized vehicle.

(2) No person shall conduct active operations without utilizing the applicable best available control measures included in Table 1 of this Rule to minimize fugitive dust emissions from each fugitive dust source type within the active operation.

(3) No person shall cause or allow PM_{10} levels to exceed 50 micrograms per cubic meter when determined, by simultaneous sampling, as the difference between upwind and downwind samples collected on high-volume particulate matter samplers or other U.S. EPA-approved equivalent

method for PM_{10} monitoring. If sampling is conducted, samplers shall be:

(A) Operated, maintained, and calibrated in accordance with 40 Code of Federal Regulations (CFR), Part 50, Appendix J, or appropriate U.S. EPA-published documents for U.S. EPA-approved equivalent method(s) for PM_{10}.

(B) Reasonably placed upwind and downwind of key activity areas and as close to the property line as feasible, such that other sources of fugitive dust between the sampler and the property line are minimized.

(4) No person shall allow track-out to extend 25 feet or more in cumulative length from the point of origin from an active operation. Notwithstanding the preceding, all track-out from an active operation shall be removed at the conclusion of each workday or evening shift.

(5) After January 1, 2005, no person shall conduct an active operation with a disturbed surface area of five or more acres, or with a daily import or export of 100 cubic yards or more of bulk material without utilizing at least one of the measures listed in subparagraphs (d)(5)(A) through (d)(5)(E) at each vehicle egress from the site to a paved public road.

(A) Install a pad consisting of washed gravel (minimum-size: one inch) maintained in a clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long.

(B) Pave the surface extending at least 100 feet and at least 20 feet wide.

(C) Utilize a wheel shaker/wheel spreading device consisting of raised dividers (rails, pipe, or grates) at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.

(D) Install and utilize a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.

(E) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the actions specified in subparagraphs (d)(5)(A) through (d)(5)(D).

(e) Additional Requirements for Large Operations

(1) Any person who conducts or authorizes the conducting of a large operation subject to this Rule shall implement the applicable actions specified in Table 2 of this Rule at all times and shall implement the applicable actions specified in Table 3 of this Rule when the applicable performance standards can not be met through use of Table 2 actions; and shall:

(A) submit a fully executed Large Operation Notification (Form 403 N) to the Executive Officer within 7 days of qualifying as a large operation;

(B) include, as part of the notification, the name(s), address(es), and phone number(s) of the person(s) responsible for the submittal, and a description of the operation(s), including a map depicting the location of the site;

(C) maintain daily records to document the specific dust control actions taken, maintain such records for a period of not less than three years; and make such records available to the Executive Officer upon request;

(D) after January 1, 2005, install and maintain project signage with project contact signage that meets the minimum standards of the Rule 403 Implementation Handbook, prior to initiating any earthmoving activities;

(E) after January 1, 2005, identify a dust control supervisor that:

(i) is employed by or contracted with the property owner or developer;

(ii) is on the site or available on-site within 30 minutes during working hours;

(iii) has the authority to expeditiously employ sufficient dust mitigation measures to ensure compliance with all Rule requirements;

(iv) has completed the AQMD Fugitive Dust Control Class and has been issued a valid Certificate of Completion for the class; and

(F) notify the Executive Officer in writing within 30 days after the site no longer qualifies as a large operation as defined by paragraph (c)(18).

(2) Any Large Operation Notification submitted to the Executive Officer or AQMD-approved dust control plan shall be valid for a period of one year from the date of written acceptance by the Executive Officer. Any Large Operation Notification accepted pursuant to paragraph (e)(1), excluding those submitted by aggregate-related plants and cement manufacturing facilities must be resubmitted annually by the person who conducts or authorizes the conducting of a large operation, at least 30 days prior to the expiration date, or the submittal shall no longer be valid as of the expiration date. If all fugitive dust sources and corresponding control measures or special circumstances remain identical to those identified in the previously accepted submittal or in an AQMD-approved dust control plan, the resubmittal may be a simple statement of no-change (Form 403NC).

(f) Compliance Schedule

The newly amended provisions of this Rule shall become effective upon adoption. Pursuant to subdivision (e), any existing site that qualifies as a large operation will have 60 days from the date of Rule adoption to comply with the notification and recordkeeping requirements for large operations. Any Large Operation Notification or AQMD-approved dust control plan which has been accepted prior to the date of adoption of these amendments shall remain in effect and the Large Operation Notification or AQMD-approved dust control plan annual resubmittal date shall be one year from adoption of this Rule amendment.

(g) Exemptions

(1) The provisions of this Rule shall not apply to:

(A) Agricultural operations directly related to the raising of fowls or animals and agricultural operations, provided that the combined disturbed surface area within one continuous property line and not separated by a paved public road is 10 acres or less.

(B) Agricultural operations within the South Coast Air Basin, whose combined disturbed surface area includes more than 10 acres provided that the person responsible for such operations:

(i) voluntarily implements the conservation practices contained in the Rule 403 Agricultural Handbook;

(ii) completes and maintains the self-monitoring form documenting sufficient conservation practices, as described in the Rule 403 Agricultural Handbook; and

(iii) makes the completed self-monitoring form available to the Executive Officer upon request.

(C) Agricultural operations outside the South Coast Air Basin, until January 1, 2005, whose combined disturbed surface area includes more than 10 acres provided that the person responsible for such operations:

(i) voluntarily implements the conservation practices contained in the Rule 403 Coachella Valley Agricultural Handbook; and

(ii) completes and maintains the self-monitoring form documenting sufficient conservation practices, as described in the Rule 403 Coachella Valley Agricultural Handbook; and

(iii) makes the completed self-monitoring form available to the Executive Officer upon request.

(D) Active operations conducted during emergency life-threatening situations, or in conjunction with any officially declared disaster or state of emergency.

(E) Active operations conducted by essential service utilities to provide electricity, natural gas, telephone, water and sewer during periods of service outages and emergency disruptions.

(F) Any contractor subsequent to the time the contract ends, provided that such contractor implemented the required control measures during the contractual period.

(G) Any grading contractor, for a phase of active operations, subsequent to the contractual completion of that phase of earth-moving activities, provided that the required control measures have been implemented during the entire phase of earth-moving activities, through and including five days after the final grading inspection.

(H) Weed abatement operations ordered by a county agricultural commissioner or any state, county, or municipal fire department, provided that:

(i) mowing, cutting or other similar process is used which maintains weed stubble at least three inches above the soil; and

(ii) any discing or similar operation which cuts into and disturbs the soil, where watering is used prior to initiation of these activities and a determination is made by the agency issuing the weed abatement order that, due to fire hazard conditions, rocks, or other physical obstructions, it is not practical to meet the conditions specified in clause (g)(1)(H)(i). The provisions this clause shall not exempt the owner of any property from stabilizing, in accordance with paragraph (d)(2), disturbed surface areas which have been created as a result of the weed abatement actions.

(I) sandblasting operations.

(2) The provisions of paragraphs (d)(1) and (d)(3) shall not apply:

(A) When wind gusts exceed 25 miles per hour, provided that:

(i) The required Table 3 contingency measures in this Rule are implemented for each applicable fugitive dust source type, and;

(ii) records are maintained in accordance with subparagraph (e)(1)(C).

(B) To unpaved roads, provided such roads:

(i) are used solely for the maintenance of wind-generating equipment; or

(ii) are unpaved public alleys as defined in Rule 1186; or

(iii) are service roads that meet all of the following criteria:

(a) are less than 50 feet in width at all points along the road;

(b) are within 25 feet of the property line; and

(c) have a traffic volume less than 20 vehicle-trips per day.

(C) To any active operation, open storage pile, or disturbed surface area for which necessary fugitive dust preventive or mitigative actions are in conflict with the federal Endangered Species Act, as determined in writing by the State or federal agency responsible for making such determinations.

(3) The provisions of (d)(2) shall not apply to any aggregate-related plant or cement manufacturing facility that implements the applicable actions specified in Table 2 of this Rule at all times and shall implement the applicable actions specified in Table 3 of this Rule when the applicable performance standards of paragraphs (d)(1) and (d)(3) can not be met through use of Table 2 actions.

(4) The provisions of paragraphs (d)(1), (d)(2), and (d)(3) shall not apply to:

(A) Blasting operations which have been permitted by the California Division of Industrial Safety; and

(B) Motion picture, television, and video production activities when dust emissions are required for visual effects. In order to obtain this exemption, the Executive Officer must receive notification in writing at least 72 hours in advance of any such activity and no nuisance results from such activity.

(5) The provisions of paragraph (d)(3) shall not apply if the dust control actions, as specified in Table 2, are implemented on a routine basis for each applicable fugitive dust source type. To qualify for this exemption, a person must maintain records in accordance with subparagraph (e)(1)(C).

(6) The provisions of paragraph (d)(4) shall not apply to earth coverings of public paved roadways where such coverings are approved by a local government agency for the protection of the roadway, and where such coverings are used as roadway crossings for haul vehicles provided that such roadway is closed to through traffic and visible roadway dust is removed within one day following the cessation of activities.

(7) The provisions of subdivision (e) shall not apply to:

(A) officially-designated public parks and recreational areas, including national parks, national monuments, national forests, state parks, state recreational areas, and county regional parks.

(B) any large operation which is required to submit a dust control plan to any city or county government which has adopted a District-approved dust control ordinance.

(C) any large operation subject to Rule 1158, which has an approved dust control plan pursuant to Rule 1158, provided that all sources of fugitive dust are included in the Rule 1158 plan.

(8) The provisions of subparagraph (e)(1)(A) through (e)(1)(C) shall not apply to any large operation with an AQMD-approved fugitive dust control plan

provided that there is no change to the sources and controls as identified in the AQMD-approved fugitive dust control plan.

(h) Fees

Any person conducting active operations for which the Executive Officer conducts upwind/downwind monitoring for PM_{10} pursuant to paragraph (d)(3) shall be assessed applicable Ambient Air Analysis Fees pursuant to Rule 304.1. Applicable fees shall be waived for any facility which is exempted from paragraph (d)(3) or meets the requirements of paragraph (d)(3).

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Backfilling	01-1 Stabilize backfill material when not actively handling; and 01-2 Stabilize backfill material during handling; and 01-3 Stabilize soil at completion of activity.	✓ Mix backfill soil with water prior to moving ✓ Dedicate water truck or high capacity hose to backfilling equipment ✓ Empty loader bucket slowly so that no dust plumes are generated ✓ Minimize drop height from loader bucket
Clearing and grubbing	02-1 Maintain stability of soil through pre-watering of site prior to clearing and grubbing; and 02-2 Stabilize soil during clearing and grubbing activities; and 02-3 Stabilize soil immediately after clearing and grubbing activities.	✓ Maintain live perennial vegetation where possible ✓ Apply water in sufficient quantity to prevent generation of dust plumes
Clearing forms	03-1 Use water spray to clear forms; or 03-2 Use sweeping and water spray to clear forms; or 03-3 Use vacuum system to clear forms.	✓ Use of high pressure air to clear forms may cause exceedance of Rule requirements
Crushing	04-1 Stabilize surface soils prior to operation of support equipment; and 04-2 Stabilize material after crushing.	✓ Follow permit conditions for crushing equipment ✓ Pre-water material prior to loading into crusher ✓ Monitor crusher emissions opacity ✓ Apply water to crushed material to prevent dust plumes

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Cut and fill	05-1 Pre-water soils prior to cut and fill activities; and 05-2 Stabilize soil during and after cut and fill activities.	✓ For large sites, pre-water with sprinklers or water trucks and allow time for penetration ✓ Use water trucks/pulls to water soils to depth of cut prior to subsequent cuts
Demolition – mechanical/manual	06-1 Stabilize wind erodible surfaces to reduce dust; and 06-2 Stabilize surface soil where support equipment and vehicles will operate; and 06-3 Stabilize loose soil and demolition debris; and 06-4 Comply with AQMD Rule 1403.	✓ Apply water in sufficient quantities to prevent the generation of visible dust plumes
Disturbed soil	07-1 Stabilize disturbed soil throughout the construction site; and 07-2 Stabilize disturbed soil between structures	✓ Limit vehicular traffic and disturbances on soils where possible ✓ If interior block walls are planned, install as early as possible ✓ Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes
Earth-moving activities	08-1 Pre-apply water to depth of proposed cuts; and 08-2 Re-apply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction; and 08-3 Stabilize soils once earth-moving activities are complete.	✓ Grade each project phase separately, timed to coincide with construction phase ✓ Upwind fencing can prevent material movement on site ✓ Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Importing/exporting of bulk materials	09-1 Stabilize material while loading to reduce fugitive dust emissions; and 09-2 Maintain at least six inches of freeboard on haul vehicles; and 09-3 Stabilize material while transporting to reduce fugitive dust emissions; and 09-4 Stabilize material while unloading to reduce fugitive dust emissions; and 09-5 Comply with Vehicle Code Section 23114.	✓ Use tarps or other suitable enclosures on haul trucks ✓ Check belly-dump truck seals regularly and remove any trapped rocks to prevent spillage ✓ Comply with track-out prevention/mitigation requirements ✓ Provide water while loading and unloading to reduce visible dust plumes
Landscaping	10-1 Stabilize soils, materials, slopes	✓ Apply water to materials to stabilize ✓ Maintain materials in a crusted condition ✓ Maintain effective cover over materials ✓ Stabilize sloping surfaces using soil binders until vegetation or ground cover can effectively stabilize the slopes ✓ Hydroseed prior to rain season
Road shoulder maintenance	11-1 Apply water to unpaved shoulders prior to clearing; and 11-2 Apply chemical dust suppressants and/or washed gravel to maintain a stabilized surface after completing road shoulder maintenance.	✓ Installation of curbing and/or paving of road shoulders can reduce recurring maintenance costs ✓ Use of chemical dust suppressants can inhibit vegetation growth and reduce future road shoulder maintenance costs

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Screening	12-1 Pre-water material prior to screening; and 12-2 Limit fugitive dust emissions to opacity and plume length standards; and 12-3 Stabilize material immediately after screening.	✓ Dedicate water truck or high capacity hose to screening operation ✓ Drop material through the screen slowly and minimize drop height ✓ Install wind barrier with a porosity of no more than 50% upwind of screen to the height of the drop point
Staging areas	13-1 Stabilize staging areas during use; and 13-2 Stabilize staging area soils at project completion.	✓ Limit size of staging area ✓ Limit vehicle speeds to 15 miles per hour ✓ Limit number and size of staging area entrances/exists
Stockpiles/ Bulk Material Handling	14-1 Stabilize stockpiled materials. 14-2 Stockpiles within 100 yards of off-site occupied buildings must not be greater than eight feet in height; or must have a road bladed to the top to allow water truck access or must have an operational water irrigation system that is capable of complete stockpile coverage.	✓ Add or remove material from the downwind portion of the storage pile ✓ Maintain storage piles to avoid steep sides or faces

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Traffic areas for construction activities	15-1 Stabilize all off-road traffic and parking areas; and 15-2 Stabilize all haul routes; and 15-3 Direct construction traffic over established haul routes.	✓ Apply gravel/paving to all haul routes as soon as possible to all future roadway areas ✓ Barriers can be used to ensure vehicles are only used on established parking areas/haul routes
Trenching	16-1 Stabilize surface soils where trencher or excavator and support equipment will operate; and 16-2 Stabilize soils at the completion of trenching activities.	✓ Pre-watering of soils prior to trenching is an effective preventive measure. For deep trenching activities, pre-trench to 18 inches soak soils via the pre-trench and resuming trenching ✓ Washing mud and soils from equipment at the conclusion of trenching activities can prevent crusting and drying of soil on equipment
Truck loading	17-1 Pre-water material prior to loading; and 17-2 Ensure that freeboard exceeds six inches (CVC 23114)	✓ Empty loader bucket such that no visible dust plumes are created ✓ Ensure that the loader bucket is close to the truck to minimize drop height while loading
Turf Overseeding	18-1 Apply sufficient water immediately prior to conducting turf vacuuming activities to meet opacity and plume length standards; and 18-2 Cover haul vehicles prior to exiting the site.	✓ Haul waste material immediately off-site

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure		Guidance
Unpaved roads/parking lots	19-1	Stabilize soils to meet the applicable performance standards; and	✓ Restricting vehicular access to established unpaved travel paths and parking lots can reduce stabilization requirements
	19-2	Limit vehicular travel to established unpaved roads (haul routes) and unpaved parking lots.	
Vacant land	20-1	In instances where vacant lots are 0.10 acre or larger and have a cumulative area of 500 square feet or more that are driven over and/or used by motor vehicles and/or off-road vehicles, prevent motor vehicle and/or off-road vehicle trespassing, parking and/or access by installing barriers, curbs, fences, gates, posts, signs, shrubs, trees or other effective control measures.	

TABLE 2

DUST CONTROL MEASURES FOR LARGE OPERATIONS

FUGITIVE DUST SOURCE CATEGORY	CONTROL ACTIONS	
Earth-moving (except construction cutting and filling areas, and mining operations)	(1a)	Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D-2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the U.S. EPA. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations each subsequent four-hour period of active operations; OR
	(1a-1)	For any earth-moving which is more than 100 feet from all property lines, conduct watering as necessary to prevent visible dust emissions from exceeding 100 feet in length in any direction.
Earth-moving: Construction fill areas:	(1b)	Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D-2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the U.S. EPA. For areas which have an optimum moisture content for compaction of less than 12 percent, as determined by ASTM Method 1557 or other equivalent method approved by the Executive Officer and the California Air Resources Board and the U.S. EPA, complete the compaction process as expeditiously as possible after achieving at least 70 percent of the optimum soil moisture content. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations during each subsequent four-hour period of active operations.

TABLE 2 (Continued)

FUGITIVE DUST SOURCE CATEGORY	CONTROL ACTIONS	
Earth-moving: Construction cut areas and mining operations:	(1c)	Conduct watering as necessary to prevent visible emissions from extending more than 100 feet beyond the active cut or mining area unless the area is inaccessible to watering vehicles due to slope conditions or other safety factors.
Disturbed surface areas (except completed grading areas)	(2a/b)	Apply dust suppression in sufficient quantity and frequency to maintain a stabilized surface. Any areas which cannot be stabilized, as evidenced by wind driven fugitive dust must have an application of water at least twice per day to at least 80 percent of the unstabilized area.
Disturbed surface areas: Completed grading areas	(2c)	Apply chemical stabilizers within five working days of grading completion; OR
	(2d)	Take actions (3a) or (3c) specified for inactive disturbed surface areas.
Inactive disturbed surface areas	(3a)	Apply water to at least 80 percent of all inactive disturbed surface areas on a daily basis when there is evidence of wind driven fugitive dust, excluding any areas which are inaccessible to watering vehicles due to excessive slope or other safety conditions; OR
	(3b)	Apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface; OR
	(3c)	Establish a vegetative ground cover within 21 days after active operations have ceased. Ground cover must be of sufficient density to expose less than 30 percent of unstabilized ground within 90 days of planting, and at all times thereafter; OR
	(3d)	Utilize any combination of control actions (3a), (3b), and (3c) such that, in total, these actions apply to all inactive disturbed surface areas.

TABLE 2 (Continued)

FUGITIVE DUST SOURCE CATEGORY	CONTROL ACTIONS	
Unpaved Roads	(4a)	Water all roads used for any vehicular traffic at least once per every two hours of active operations [3 times per normal 8 hour work day]; OR
	(4b)	Water all roads used for any vehicular traffic once daily and restrict vehicle speeds to 15 miles per hour; OR
	(4c)	Apply a chemical stabilizer to all unpaved road surfaces in sufficient quantity and frequency to maintain a stabilized surface.
Open storage piles	(5a)	Apply chemical stabilizers; OR
	(5b)	Apply water to at least 80 percent of the surface area of all open storage piles on a daily basis when there is evidence of wind driven fugitive dust; OR
	(5c)	Install temporary coverings; OR
	(5d)	Install a three-sided enclosure with walls with no more than 50 percent porosity which extend, at a minimum, to the top of the pile. This option may only be used at aggregate-related plants or at cement manufacturing facilities.
All Categories	(6a)	Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified in Table 2 may be used.

TABLE 3

CONTINGENCY CONTROL MEASURES FOR LARGE OPERATIONS

FUGITIVE DUST SOURCE CATEGORY	CONTROL MEASURES
Earth-moving	(1A) Cease all active operations; OR (2A) Apply water to soil not more than 15 minutes prior to moving such soil.
Disturbed surface areas	(0B) On the last day of active operations prior to a weekend, holiday, or any other period when active operations will not occur for not more than four consecutive days: apply water with a mixture of chemical stabilizer diluted to not less than 1/20 of the concentration required to maintain a stabilized surface for a period of six months; OR (1B) Apply chemical stabilizers prior to wind event; OR (2B) Apply water to all unstabilized disturbed areas 3 times per day. If there is any evidence of wind driven fugitive dust, watering frequency is increased to a minimum of four times per day; OR (3B) Take the actions specified in Table 2, Item (3c); OR (4B) Utilize any combination of control actions (1B), (2B), and (3B) such that, in total, these actions apply to all disturbed surface areas.
Unpaved roads	(1C) Apply chemical stabilizers prior to wind event; OR (2C) Apply water twice per hour during active operation; OR (3C) Stop all vehicular traffic.
Open storage piles	(1D) Apply water twice per hour; OR (2D) Install temporary coverings.
Paved road track-out	(1E) Cover all haul vehicles; OR (2E) Comply with the vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads.
All Categories	(1F) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified in Table 3 may be used.

Appendix D-3

- Operation Emissions Inventory
  - Regional Operation Emissions
    - Regional Emission Summary Sheet
    - Stationary Source Emissions
    - URBEMIS2002 Output Files
  - Local Operation Emissions
    - One-hour CO Summary Sheet
    - Eight-hour CO Summary Sheet
    - CALINE4 Output Files
    - EMFAC2002 Emission Rates

Villa Marina

Regional Emission Calculations (lbs/day)

	CO	NOx	PM10	ROC	SOx
Existing					
Mobile	102	13	11	8	0.1
Stationary	0.2	1	0.0	0.0	0.1
Total Existing	**102**	**14**	**11**	**8**	**0.2**
Project					
Mobile	238	29	25	22	0.1
Stationary	2	9	0.2	0.3	0.6
Total Project	**240**	**38**	**25**	**22**	**0.7**
Net Project					
Net Mobile	136	16	14	14	0.1
Net Stationary	2	8	0.2	0.3	0.5
Total Net	138	24	14	14	0.6
SCAQMD Significance Threshold	550	55	150	55	150
Difference	**(412)**	**(31)**	**(136)**	**(41)**	**(149)**
Significant?	**No**	**No**	**No**	**No**	**No**

Electricity Usage

Land Use	1,000 Sqft	Electricity Usage Rate [a] (kWh\sq.ft\yr)	Total Electricity Usage (KWh\year)	Total Electricity Usage (MWh\Day)	Emission Factors (lbs/MWh) [b] CO 0.2	ROC 0.01	NOx 1.15	PM10 0.04	SOx 0.12
Existing					**Emissions from Electricity Consumption (lbs/day)**				
Retail	21.0	13.55	285,065	0.781	0.156	0.008	0.898	0.031	0.094
Total Existing			**285,065**	**0.781**	**0.16**	**0.01**	**0.90**	**0.03**	**0.09**
Project									
Retail	9.0	13.55	121,950	0.334	0.067	0.003	0.384	0.013	0.040
Residential (DU)	310.0	5,627	1,744,215	4.779	0.956	0.048	5.495	0.191	0.573
Total Project			**1,866,165**	**5.113**	**1.02**	**0.05**	**5.88**	**0.20**	**0.61**
Net Emissions From Electricity Usage					**0.87**	**0.04**	**4.98**	**0.17**	**0.52**

Natural Gas Usage

Land Use	1,000 Sqft	Natural Gas Usage Rate [c] (cu.ft\sq.ft\mo)	Total Natural Gas Usage (cu.ft\mo)	Total Natural Gas Usage (cu.ft\DAY)	Emission Factors (lbs/MCuft) [d] CO 20	ROC 5.3	NOx 120/80 [e]	PM10 0.2	SOx 0
Existing					**Emissions from Natural Gas Consumption (lbs/day)**				
Retail	21.0	2.9	**61,010**	**2,034**	0.041	0.011	0.244	0.000	--
Total Existing			**61,010**	**2,034**	**0.04**	**0.01**	**0.24**	**0.00**	--
Project									
Retail	9.0	2.9	**26,100**	**870**	0.017	0.005	0.104	0.000	--
Residential (Multi-Family DU)	310.0	4,012	**1,243,565**	**41,452**	0.829	0.220	3.316	0.008	--
Total Project			**1,269,665**	**42,322**	**0.85**	**0.22**	**3.42**	**0.01**	--
Net Emissions From Natural Gas Usage					**0.81**	**0.21**	**3.18**	**0.01**	**--**

Summary of Stationary Emissions

	CO	ROC	NOx	PM10	SOx
Total Existing Emissions (lbs/day)	0.20	0.02	1.14	0.03	0.09
Total Project Emissions (lbs/day)	1.87	0.28	9.30	0.21	0.61
Total Net Emissions (lbs/day)	**1.67**	**0.26**	**8.16**	**0.18**	**0.52**

[a] Electricity Usage Rates from Table A9-11-A, CEQA Air Quality Handbook, SCAQMD, 1993.

[b] Emission Factors from Table A9-11-B, CEQA Air Quality Handbook, SCAQMD, 1993.

[c] Natural Gas Usage Rates from Table A9-12-A, CEQA Air Quality Handbook, SCAQMD, 1993.

[d] Emission Factors from Table A9-12-B, CEQA Air Quality Handbook, SCAQMD, 1993.

[e] The emission factors for NOx in lbs per million cuft of natural gas are 120 for nonresidential uses and 80 for residential uses.

Villa Marina – Existing Operations

URBEMIS 2002 For Windows 7.5.0

File Name: V:\AQNOISE DIVISION\Active Projects\Villa Marina\air quality\Operations - Existing.urb
Project Name: Villa Marina Operations - Existing
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Winter)

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	**CO**	SO2	PM10
Strip mall	8.60	14.58	**101.53**	0.06	10.62
TOTAL EMISSIONS (lbs/day)	8.60	14.58	**101.53**	0.06	10.62

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2007 Temperature (F): 60 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Strip mall	59.46 trips / 1000 sq. ft.	21.04	1,251.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.20	1.80	97.80	0.40
Light Truck < 3,750 lbs	15.10	3.30	94.00	2.70
Light Truck 3,751- 5,750	16.10	1.90	96.90	1.20
Med Truck 5,751- 8,500	7.10	1.40	95.80	2.80
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.40	0.00	50.00	50.00
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.70	82.40	17.60	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	8.30	83.30	8.40

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Strip mall				2.0	1.0	97.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Operations

The operational emission year changed from 2004 to 2007.
The operational winter temperature changed from 50 to 60.
The operational summer temperature changed from 90 to 75.
The operational summer selection item changed from 8 to 5.
The travel mode environment settings changed from both to: none

Villa Marina – Existing Operations

URBEMIS 2002 For Windows 7.5.0

File Name: V:\AQNOISE DIVISION\Active Projects\Villa Marina\air quality\Operations - Existing.urb
Project Name: Villa Marina Operations - Existing
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	**NOx**	CO	SO2	PM10
Strip mall	7.40	**12.55**	94.74	0.06	10.62
TOTAL EMISSIONS (lbs/day)	7.40	**12.55**	94.74	0.06	10.62

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2007 Temperature (F): 75 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Strip mall	59.46 trips / 1000 sq. ft.	21.04	1,251.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.20	1.80	97.80	0.40
Light Truck < 3,750 lbs	15.10	3.30	94.00	2.70
Light Truck 3,751- 5,750	16.10	1.90	96.90	1.20
Med Truck 5,751- 8,500	7.10	1.40	95.80	2.80
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.40	0.00	50.00	50.00
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.70	82.40	17.60	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	8.30	83.30	8.40

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			

% of Trips - Commercial (by land use)

Strip mall	2.0	1.0	97.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Operations

The operational emission year changed from 2004 to 2007.
The operational winter temperature changed from 50 to 60.
The operational summer temperature changed from 90 to 75.
The operational summer selection item changed from 8 to 5.
The travel mode environment settings changed from both to: none

Villa Marina – Existing Operations

URBEMIS 2002 For Windows 7.5.0

File Name: V:\AQNOISE DIVISION\Active Projects\Villa Marina\air quality\Operations - Existing.urb
Project Name: Villa Marina Operations - Existing
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Strip mall	**7.91**	11.58	107.14	0.06	10.62
TOTAL EMISSIONS (lbs/day)	**7.91**	11.58	107.14	0.06	10.62

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2007 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Strip mall	59.46 trips / 1000 sq. ft.	21.04	1,251.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.20	1.80	97.80	0.40
Light Truck < 3,750 lbs	15.10	3.30	94.00	2.70
Light Truck 3,751- 5,750	16.10	1.90	96.90	1.20
Med Truck 5,751- 8,500	7.10	1.40	95.80	2.80
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.40	0.00	50.00	50.00
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.70	82.40	17.60	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	8.30	83.30	8.40

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			

% of Trips - Commercial (by land use)

Strip mall	2.0	1.0	97.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Operations

The operational emission year changed from 2004 to 2007.
The operational winter temperature changed from 50 to 60.
The operational summer temperature changed from 90 to 85.
The operational summer selection item changed from 8 to 6.
The travel mode environment settings changed from both to: none

Villa Marina – Project (Future) Operations

URBEMIS 2002 For Windows 7.5.0

File Name: V:\AQNOISE DIVISION\Active Projects\Villa Marina\air quality\Operations - Existing.urb
Project Name: Villa Marina Operations - Proposed Project
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Winter)

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	**CO**	SO2	PM10
Condo/townhouse general	15.95	24.87	**179.35**	0.10	18.45
Strip mall	4.97	8.44	**58.76**	0.03	6.15
TOTAL EMISSIONS (lbs/day)	20.92	33.31	**238.11**	0.13	24.60

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2007 **Temperature (F): 60** Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Condo/townhouse general	5.86 trips / dwelling units	310.00	1,816.91
Strip mall	80.44 trips / 1000 sq. ft.	9.00	724.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.20	1.80	97.80	0.40
Light Truck < 3,750 lbs	15.10	3.30	94.00	2.70
Light Truck 3,751- 5,750	16.10	1.90	96.90	1.20
Med Truck 5,751- 8,500	7.10	1.40	95.80	2.80
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.40	0.00	50.00	50.00
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.70	82.40	17.60	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	8.30	83.30	8.40

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Strip mall				2.0	1.0	97.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Operations

The operational emission year changed from 2004 to 2007.
The operational winter temperature changed from 50 to 60.
The operational summer temperature changed from 90 to 75.
The operational summer selection item changed from 8 to 5.
The double counting internal work trip limit changed from to 14.47992.
The double counting shopping trip limit changed from to 7.23996.
The double counting other trip limit changed from to 702.27612.
The travel mode environment settings changed from both to: none

Villa Marina – Project (Future) Operations

URBEMIS 2002 For Windows 7.5.0

File Name: V:\AQNOISE DIVISION\Active Projects\Villa Marina\air quality\Operations - Existing.urb
Project Name: Villa Marina Operations - Proposed Project
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	**NOx**	CO	SO2	PM10
Condo/townhouse general	15.62	**21.36**	170.05	0.11	18.45
Strip mall	4.26	**7.26**	54.83	0.03	6.15
TOTAL EMISSIONS (lbs/day)	19.87	**28.62**	224.88	0.14	24.60

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2007 **Temperature (F): 75** Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Condo/townhouse general	5.86 trips / dwelling units	310.00	1,816.91
Strip mall	80.44 trips / 1000 sq. ft.	9.00	724.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.20	1.80	97.80	0.40
Light Truck < 3,750 lbs	15.10	3.30	94.00	2.70
Light Truck 3,751- 5,750	16.10	1.90	96.90	1.20
Med Truck 5,751- 8,500	7.10	1.40	95.80	2.80
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.40	0.00	50.00	50.00
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.70	82.40	17.60	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	8.30	83.30	8.40

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Strip mall				2.0	1.0	97.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Operations

The operational emission year changed from 2004 to 2007.
The operational winter temperature changed from 50 to 60.
The operational summer temperature changed from 90 to 75.
The operational summer selection item changed from 8 to 5.
The double counting internal work trip limit changed from to 14.47992.
The double counting shopping trip limit changed from to 7.23996.
The double counting other trip limit changed from to 702.27612.
The travel mode environment settings changed from both to: none

Villa Marina – Project (Future) Operations

URBEMIS 2002 For Windows 7.5.0

File Name: V:\AQNOISE DIVISION\Active Projects\Villa Marina\air quality\Operations - Existing.urb
Project Name: Villa Marina Operations - Proposed Project
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Condo/townhouse general	**17.84**	19.71	192.78	0.11	18.45
Strip mall	**4.54**	6.70	62.01	0.04	6.15
TOTAL EMISSIONS (lbs/day)	**22.38**	26.41	254.79	0.14	24.60

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2007 **Temperature (F): 85** Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Condo/townhouse general	5.86 trips / dwelling units	310.00	1,816.91
Strip mall	80.44 trips / 1000 sq. ft.	9.00	724.00

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.20	1.80	97.80	0.40
Light Truck < 3,750 lbs	15.10	3.30	94.00	2.70
Light Truck 3,751- 5,750	16.10	1.90	96.90	1.20
Med Truck 5,751- 8,500	7.10	1.40	95.80	2.80
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.40	0.00	50.00	50.00
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.70	82.40	17.60	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	8.30	83.30	8.40

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Strip mall				2.0	1.0	97.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Operations

The operational emission year changed from 2004 to 2007.
The operational winter temperature changed from 50 to 60.
The operational summer temperature changed from 90 to 85.
The operational summer selection item changed from 8 to 6.
The double counting internal work trip limit changed from to 14.47992.
The double counting shopping trip limit changed from to 7.23996.
The double counting other trip limit changed from to 702.27612.
The travel mode environment settings changed from both to: none

Villa Marina

CALINE4 Modeling Results and Estimated Local 1-Hour Carbon Monoxide Concentrations (ppm)

Projected Background 1-Hour CO Concentrations (ppm)[a]

Monitoring Station: West LA

Year	1-Hr Concentration
2007	4.82

Intersection and Receptor Locations	Future Without Project		Future With Project		
	Traffic CO Contribution[b]	Estimated Local CO Concentration[c]	Traffic CO Contribution[b]	Estimated Local CO Concentration[c]	Exceedance of Significance Threshold[d]
GLENCOE AVENUE AND WASHINGTON BOULEVARD AM					
NE	2.0	6.8	2.0	6.8	NO
SE	2.1	6.9	2.1	6.9	NO
SW	2.1	6.9	2.1	6.9	NO
NW	1.9	6.7	2.0	6.8	NO
GLENCOE AVENUE AND WASHINGTON BOULEVARD PM					
NE	3.5	8.3	3.5	8.3	NO
SE	3.3	8.1	3.3	8.1	NO
SW	3.2	8.0	3.2	8.0	NO
NW	3.2	8.0	3.2	8.0	NO
LINCOLN BOULEVARD AND MAXELLA AVENUE AM					
NE	3.7	8.5	3.9	8.7	NO
SE	3.4	8.2	3.7	8.5	NO
SW	2.8	7.6	3.0	7.8	NO
NW	2.5	7.3	2.7	7.5	NO
LINCOLN BOULEVARD AND MAXELLA AVENUE PM					
NE	4.0	8.8	4.2	9.0	NO
SE	3.8	8.6	3.9	8.7	NO
SW	3.4	8.2	3.5	8.3	NO
NW	3.0	7.8	3.3	8.1	NO
LINCOLN BOULEVARD AND MINDANAO WAY AM					
NE	4.0	8.8	4.0	8.8	NO
SE	3.8	8.6	3.8	8.6	NO
SW	3.4	8.2	3.4	8.2	NO
NW	3.0	7.8	3.0	7.8	NO
LINCOLN BOULEVARD AND MINDANAO WAY PM					
NE	4.1	8.9	4.1	8.9	NO
SE	4.1	8.9	4.1	8.9	NO
SW	3.9	8.7	3.9	8.7	NO
NW	3.9	8.7	3.9	8.7	NO
LINCOLN BOULEVARD AND VENICE BOULEVARD AM					
NE	3.6	8.4	3.6	8.4	NO
SE	4.1	8.9	4.1	8.9	NO
SW	3.2	8.0	3.3	8.1	NO
NW	3.6	8.4	3.6	8.4	NO
LINCOLN BOULEVARD AND VENICE BOULEVARD PM					
NE	3.9	8.7	3.9	8.7	NO
SE	4.5	9.3	4.4	9.2	NO
SW	3.6	8.4	3.7	8.5	NO
NW	4.4	9.2	4.4	9.2	NO
LINCOLN BOULEVARD AND WASHINGTON BOULEVARD AM					
NE	3.4	8.2	3.4	8.2	NO
SE	3.3	8.1	3.3	8.1	NO
SW	3.7	8.5	3.7	8.5	NO
NW	3.5	8.3	3.5	8.3	NO
LINCOLN BOULEVARD AND WASHINGTON BOULEVARD PM					
NE	4.8	9.6	4.8	9.6	NO
SE	4.2	9.0	4.2	9.0	NO
SW	4.7	9.5	4.7	9.5	NO
NW	4.9	9.7	4.9	9.7	NO

a Based on guidance provided by the AQMD Air Quality Analysis Guidance Handbook

b The 1-hour traffic contribution (ppm) is determined by inputing total traffic volumes into the CALINE4 model.

c The estimated local concentration is the traffic contribution + the background concentration.

d The California Ambient Air Quality Standard for 1-hour CO concentrations is 20 ppm.

Villa Marina

CALINE4 Modeling Results and Estimated Local 8-Hour Carbon Monoxide Concentrations (ppm)

Projected Background 8-Hour CO Concentrations (ppm) [a]	
Monitoring Station: West LA Year 2007 — 8-Hr Concentration 3.04	Average Persistence Factor = 0.70

Intersection and Receptor Locations	Future Without Project: Traffic CO Contribution [b]	Future Without Project: Estimated Local CO Concentration [c]	Future With Project: Traffic CO Contribution [b]	Future With Project: Estimated Local CO Concentration [c]	Future With Project: Exceedance of Significance Threshold [d]
GLENCOE AVENUE AND WASHINGTON BOULEVARD AM					
NE	1.1	4.1	1.1	4.2	NO
SE	1.1	4.1	1.1	4.1	NO
SW	1.1	4.1	1.1	4.1	NO
NW	1.1	4.1	1.1	4.1	NO
GLENCOE AVENUE AND WASHINGTON BOULEVARD PM					
NE	1.7	4.7	1.7	4.7	NO
SE	1.6	4.7	1.7	4.7	NO
SW	1.7	4.7	1.7	4.7	NO
NW	1.7	4.7	1.7	4.7	NO
LINCOLN BOULEVARD AND MAXELLA AVENUE AM					
NE	2.1	5.1	2.2	5.3	NO
SE	1.9	4.9	2.0	5.1	NO
SW	1.5	4.6	1.7	4.7	NO
NW	1.4	4.4	1.5	4.6	NO
LINCOLN BOULEVARD AND MAXELLA AVENUE PM					
NE	2.3	5.4	2.5	5.5	NO
SE	2.0	5.1	2.1	5.1	NO
SW	1.9	4.9	2.0	5.0	NO
NW	1.8	4.9	1.8	4.9	NO
LINCOLN BOULEVARD AND MINDANAO WAY AM					
NE	2.3	5.4	2.3	5.4	NO
SE	1.9	4.9	1.9	4.9	NO
SW	1.9	4.9	1.9	4.9	NO
NW	1.6	4.7	1.6	4.7	NO
LINCOLN BOULEVARD AND MINDANAO WAY PM					
NE	2.4	5.4	2.4	5.4	NO
SE	2.1	5.1	2.1	5.1	NO
SW	2.2	5.2	2.2	5.2	NO
NW	2.0	5.0	2.0	5.0	NO
LINCOLN BOULEVARD AND VENICE BOULEVARD AM					
NE	2.2	5.2	2.2	5.2	NO
SE	2.1	5.1	2.2	5.2	NO
SW	1.9	4.9	1.9	4.9	NO
NW	2.0	5.0	2.0	5.0	NO
LINCOLN BOULEVARD AND VENICE BOULEVARD PM					
NE	2.4	5.4	2.4	5.4	NO
SE	2.4	5.4	2.4	5.4	NO
SW	2.1	5.1	2.1	5.1	NO
NW	2.4	5.4	2.3	5.4	NO
LINCOLN BOULEVARD AND WASHINGTON BOULEVARD AM					
NE	2.0	5.1	2.0	5.1	NO
SE	2.0	5.1	2.0	5.1	NO
SW	2.0	5.0	2.0	5.0	NO
NW	2.0	5.1	2.0	5.1	NO
LINCOLN BOULEVARD AND WASHINGTON BOULEVARD PM					
NE	2.6	5.6	2.6	5.6	NO
SE	2.3	5.4	2.4	5.4	NO
SW	2.7	5.7	2.7	5.7	NO
NW	2.7	5.8	2.8	5.8	NO

a Based on guidance provided by the AQMD Air Quality Analysis Guidance Handbook.

b The persistence factor is calculated as recommended in Table B.15 in the Transportation Project-Level Carbon Monoxide Protocol (Institute of Transportation Studies, UC Davis, Revised 1997). This is a generalized persistence factor likely to provide a conservative estimate in most situations.

c The estimated local concentration is the traffic contribution + the background concentration.

d The California Ambient Air Quality Standard for 8-hour CO concentrations is 9 ppm.

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: GLENCOE AVENUE AND WASHINGTON BOULEVARD AM NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0= 100. CM	ALT= 0. (FT)
BRG=	WORST CASE	VD= .0 CM/S	
CLAS=	7 (G)	VS= .0 CM/S	
MIXH=	1000. M	AMB= .0 PPM	
SIGTH=	5. DEGREES	TEMP= .5 DEGREE (C)	

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	15	-1500	15	-500	AG	534	4.5	.0	35.0
B. NA	15	-500	15	0	AG	350	10.0	.0	33.0
C. ND	15	0	15	500	AG	217	5.8	.0	33.0
D. NE	15	500	15	1500	AG	217	4.5	.0	35.0
E. SF	-15	1500	-15	500	AG	132	4.5	.0	35.0
F. SA	-15	500	-15	0	AG	62	10.0	.0	33.0
G. SD	-15	0	-15	-500	AG	463	10.5	.0	33.0
H. SE	-15	-500	-15	-1500	AG	463	4.5	.0	35.0
I. WF	1500	23	500	23	AG	1077	4.5	.0	50.0
J. WA	500	23	0	23	AG	810	6.7	.0	45.0
K. WD	0	23	-500	23	AG	886	4.8	.0	33.0
L. WE	-500	23	-1500	23	AG	886	4.5	.0	50.0
M. EF	-1500	-23	-500	-23	AG	1131	4.5	.0	50.0
N. EA	-500	-23	0	-23	AG	1110	6.7	.0	45.0
O. ED	0	-23	500	-23	AG	1308	5.0	.0	33.0
P. EE	500	-23	1500	-23	AG	1308	4.5	.0	50.0
Q. NL	0	0	15	-500	AG	184	10.0	.0	33.0
R. SL	0	0	-15	500	AG	70	10.0	.0	33.0
S. WL	0	0	500	15	AG	267	6.7	.0	33.0
T. EL	0	0	-500	-15	AG	21	6.5	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	33	48	6.0
2. SE3	33	-48	6.0
3. SW3	-33	-48	6.0
4. NW3	-33	48	6.0
5. NE7	46	61	6.0
6. SE7	46	-61	6.0
7. SW7	-46	-61	6.0
8. NW7	-46	61	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	185.	2.0	.0	.6	.0	.0	.0	.0	.3	.1
2. SE3	275.	2.1	.0	.2	.0	.0	.0	.0	.2	.0
3. SW3	82.	2.1	.0	.2	.0	.0	.0	.0	.3	.0
4. NW3	175.	1.9	.1	.2	.0	.0	.0	.0	.8	.0
5. NE7	187.	1.5	.0	.5	.0	.0	.0	.0	.3	.0
6. SE7	276.	1.5	.0	.2	.0	.0	.0	.0	.2	.0
7. SW7	82.	1.5	.0	.1	.0	.0	.0	.0	.3	.0
8. NW7	172.	1.5	.0	.2	.0	.0	.0	.0	.6	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.3	.0	.0	.0	.0	.2	.0	.2	.0	.0	.0
2. SE3	.0	.0	.0	.2	.1	1.1	.0	.0	.0	.0	.0	.0
3. SW3	.2	.2	.0	.0	.0	.1	.8	.0	.0	.0	.1	.0
4. NW3	.0	.0	.2	.0	.0	.3	.0	.0	.2	.0	.0	.0
5. NE7	.0	.3	.0	.0	.0	.0	.2	.0	.2	.0	.0	.0
6. SE7	.0	.0	.0	.2	.1	.7	.0	.0	.0	.0	.0	.0
7. SW7	.2	.1	.0	.0	.0	.0	.6	.0	.0	.0	.0	.0
8. NW7	.0	.0	.2	.0	.0	.2	.0	.0	.2	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: GLENCOE AVENUE AND WASHINGTON BOULEVARD AM WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0= 100. CM	ALT= 0. (FT)
BRG=	WORST CASE	VD= .0 CM/S	
CLAS=	7 (G)	VS= .0 CM/S	
MIXH=	1000. M	AMB= .0 PPM	
SIGTH=	5. DEGREES	TEMP= .5 DEGREE (C)	

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	*	15	-1500	15	-500	* AG	556	4.5	.0	35.0
B. NA	*	15	-500	15	0	* AG	372	10.0	.0	33.0
C. ND	*	15	0	15	500	* AG	217	5.8	.0	33.0
D. NE	*	15	500	15	1500	* AG	217	4.5	.0	35.0
E. SF	*	-15	1500	-15	500	* AG	132	4.5	.0	35.0
F. SA	*	-15	500	-15	0	* AG	62	10.0	.0	33.0
G. SD	*	-15	0	-15	-500	* AG	466	10.5	.0	33.0
H. SE	*	-15	-500	-15	-1500	* AG	466	4.5	.0	35.0
I. WF	*	1500	23	500	23	* AG	1081	4.5	.0	50.0
J. WA	*	500	23	0	23	* AG	811	6.7	.0	45.0
K. WD	*	0	23	-500	23	* AG	887	4.8	.0	33.0
L. WE	*	-500	23	-1500	23	* AG	887	4.5	.0	50.0
M. EF	*	-1500	-23	-500	-23	* AG	1131	4.5	.0	50.0
N. EA	*	-500	-23	0	-23	* AG	1110	6.7	.0	45.0
O. ED	*	0	-23	500	-23	* AG	1330	5.0	.0	33.0
P. EE	*	500	-23	1500	-23	* AG	1330	4.5	.0	50.0
Q. NL	*	0	0	15	-500	* AG	184	10.0	.0	33.0
R. SL	*	0	0	-15	500	* AG	70	10.0	.0	33.0
S. WL	*	0	0	500	15	* AG	270	6.7	.0	33.0
T. EL	*	0	0	-500	-15	* AG	21	6.5	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z
1. NE3	*	33	48	6.0
2. SE3	*	33	-48	6.0
3. SW3	*	-33	-48	6.0
4. NW3	*	-33	48	6.0
5. NE7	*	46	61	6.0
6. SE7	*	46	-61	6.0
7. SW7	*	-46	-61	6.0
8. NW7	*	-46	61	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	PRED BRG (DEG)	*	PRED CONC (PPM)	*	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	*	185.	*	2.0	*	.0	.7	.0	.0	.0	.0	.3	.1
2. SE3	*	275.	*	2.1	*	.0	.2	.0	.0	.0	.0	.2	.0
3. SW3	*	82.	*	2.1	*	.0	.2	.0	.0	.0	.0	.3	.0
4. NW3	*	175.	*	2.0	*	.1	.2	.0	.0	.0	.0	.9	.0
5. NE7	*	187.	*	1.6	*	.0	.5	.0	.0	.0	.0	.3	.0
6. SE7	*	276.	*	1.5	*	.0	.2	.0	.0	.0	.0	.2	.0
7. SW7	*	82.	*	1.5	*	.0	.1	.0	.0	.0	.0	.3	.0
8. NW7	*	172.	*	1.5	*	.0	.2	.0	.0	.0	.0	.6	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	*	.0	.3	.0	.0	.0	.0	.2	.0	.2	.0	.0	.0
2. SE3	*	.0	.0	.0	.2	.1	1.1	.0	.0	.0	.0	.0	.0
3. SW3	*	.2	.2	.0	.0	.0	.1	.8	.0	.0	.0	.1	.0
4. NW3	*	.0	.0	.2	.0	.0	.3	.0	.0	.2	.0	.0	.0
5. NE7	*	.0	.3	.0	.0	.0	.0	.2	.0	.2	.0	.0	.0
6. SE7	*	.0	.0	.0	.2	.1	.7	.0	.0	.0	.0	.0	.0
7. SW7	*	.2	.1	.0	.0	.0	.0	.6	.0	.0	.0	.0	.0
8. NW7	*	.0	.0	.2	.0	.0	.2	.0	.0	.2	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: GLENCOE AVENUE AND WASHINGTON BOULEVARD PM NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0= 100. CM	ALT= 0. (FT)
BRG=	WORST CASE	VD= .0 CM/S	
CLAS=	7 (G)	VS= .0 CM/S	
MIXH=	1000. M	AMB= .0 PPM	
SIGTH=	5. DEGREES	TEMP= .5 DEGREE (C)	

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	15	-1500	15	-500	AG	726	4.5	.0	35.0
B. NA	15	-500	15	0	AG	508	10.5	.0	33.0
C. ND	15	0	15	500	AG	735	11.3	.0	33.0
D. NE	15	500	15	1500	AG	735	4.5	.0	35.0
E. SF	-15	1500	-15	500	AG	565	4.5	.0	35.0
F. SA	-15	500	-15	0	AG	228	9.6	.0	33.0
G. SD	-15	0	-15	-500	AG	867	11.3	.0	33.0
H. SE	-15	-500	-15	-1500	AG	867	4.5	.0	35.0
I. WF	1500	23	500	23	AG	2120	4.5	.0	50.0
J. WA	500	23	0	23	AG	1625	6.9	.0	45.0
K. WD	0	23	-500	23	AG	1431	5.0	.0	33.0
L. WE	-500	23	-1500	23	AG	1431	4.5	.0	50.0
M. EF	-1500	-23	-500	-23	AG	1384	4.5	.0	50.0
N. EA	-500	-23	0	-23	AG	1316	6.7	.0	45.0
O. ED	0	-23	500	-23	AG	1762	5.3	.0	33.0
P. EE	500	-23	1500	-23	AG	1762	4.5	.0	50.0
Q. NL	0	0	15	-500	AG	218	9.6	.0	33.0
R. SL	0	0	-15	500	AG	337	9.6	.0	33.0
S. WL	0	0	500	15	AG	495	6.9	.0	33.0
T. EL	0	0	-500	-15	AG	68	6.5	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	33	48	6.0
2. SE3	33	-48	6.0
3. SW3	-33	-48	6.0
4. NW3	-33	48	6.0
5. NE7	46	61	6.0
6. SE7	46	-61	6.0
7. SW7	-46	-61	6.0
8. NW7	-46	61	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	PRED BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	186.	3.5	.0	.9	.5	.0	.0	.0	.6	.1
2. SE3	355.	3.3	.0	.3	1.4	.0	.1	.1	.0	.0
3. SW3	81.	3.2	.0	.2	.0	.0	.0	.0	.7	.0
4. NW3	95.	3.2	.0	.0	.3	.0	.0	.1	.0	.0
5. NE7	188.	2.4	.0	.6	.0	.0	.0	.0	.5	.0
6. SE7	352.	2.3	.0	.0	.9	.0	.0	.2	.0	.0
7. SW7	80.	2.4	.0	.2	.0	.0	.0	.0	.5	.0
8. NW7	97.	2.4	.0	.0	.3	.0	.0	.1	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.7	.0	.0	.0	.0	.3	.0	.3	.0	.1	.0
2. SE3	.0	.4	.0	.0	.0	.0	.5	.0	.0	.3	.1	.0
3. SW3	.2	.5	.0	.0	.0	.2	1.1	.0	.1	.0	.3	.0
4. NW3	.2	1.5	.0	.0	.0	.0	.1	.4	.0	.2	.2	.0
5. NE7	.0	.5	.0	.0	.0	.0	.3	.0	.2	.0	.1	.0
6. SE7	.0	.3	.0	.0	.0	.0	.4	.0	.0	.3	.1	.0
7. SW7	.2	.4	.0	.0	.0	.0	.7	.0	.0	.0	.2	.0
8. NW7	.1	1.0	.0	.0	.0	.0	.1	.3	.0	.1	.2	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: GLENCOE AVENUE AND WASHINGTON BOULEVARD PM WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0= 100. CM	ALT= 0. (FT)
BRG=	WORST CASE	VD= .0 CM/S	
CLAS=	7 (G)	VS= .0 CM/S	
MIXH=	1000. M	AMB= .0 PPM	
SIGTH=	5. DEGREES	TEMP= .5 DEGREE (C)	

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	15	-1500	15	-500	AG	731	4.5	.0	35.0
B. NA	15	-500	15	0	AG	513	10.5	.0	33.0
C. ND	15	0	15	500	AG	735	11.3	.0	33.0
D. NE	15	500	15	1500	AG	735	4.5	.0	35.0
E. SF	-15	1500	-15	500	AG	565	4.5	.0	35.0
F. SA	-15	500	-15	0	AG	228	9.6	.0	33.0
G. SD	-15	0	-15	-500	AG	884	11.3	.0	33.0
H. SE	-15	-500	-15	-1500	AG	884	4.5	.0	35.0
I. WF	1500	23	500	23	AG	2141	4.5	.0	50.0
J. WA	500	23	0	23	AG	1629	6.9	.0	45.0
K. WD	0	23	-500	23	AG	1435	5.0	.0	33.0
L. WE	-500	23	-1500	23	AG	1435	4.5	.0	50.0
M. EF	-1500	-23	-500	-23	AG	1384	4.5	.0	50.0
N. EA	-500	-23	0	-23	AG	1316	6.7	.0	45.0
O. ED	0	-23	500	-23	AG	1767	5.3	.0	33.0
P. EE	500	-23	1500	-23	AG	1767	4.5	.0	50.0
Q. NL	0	0	15	-500	AG	218	9.6	.0	33.0
R. SL	0	0	-15	500	AG	337	9.6	.0	33.0
S. WL	0	0	500	15	AG	512	6.9	.0	33.0
T. EL	0	0	-500	-15	AG	68	6.5	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	33	48	6.0
2. SE3	33	-48	6.0
3. SW3	-33	-48	6.0
4. NW3	-33	48	6.0
5. NE7	46	61	6.0
6. SE7	46	-61	6.0
7. SW7	-46	-61	6.0
8. NW7	-46	61	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	186.	3.5	.0	.9	.5	.0	.0	.0	.6	.1
2. SE3	355.	3.3	.0	.3	1.4	.0	.1	.1	.0	.0
3. SW3	81.	3.2	.0	.2	.0	.0	.0	.0	.7	.0
4. NW3	95.	3.2	.0	.0	.3	.0	.0	.1	.0	.0
5. NE7	188.	2.4	.0	.6	.0	.0	.0	.0	.5	.0
6. SE7	352.	2.4	.0	.0	.9	.0	.0	.2	.0	.0
7. SW7	80.	2.4	.0	.2	.0	.0	.0	.0	.5	.0
8. NW7	97.	2.4	.0	.0	.3	.0	.0	.1	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.7	.0	.0	.0	.0	.3	.0	.3	.0	.2	.0
2. SE3	.0	.4	.0	.0	.0	.0	.5	.0	.0	.3	.1	.0
3. SW3	.2	.5	.0	.0	.0	.2	1.1	.0	.1	.0	.3	.0
4. NW3	.2	1.5	.0	.0	.0	.0	.1	.4	.0	.2	.2	.0
5. NE7	.0	.5	.0	.0	.0	.0	.3	.0	.2	.0	.1	.0
6. SE7	.0	.3	.0	.0	.0	.0	.4	.0	.0	.3	.1	.0
7. SW7	.2	.4	.0	.0	.0	.0	.7	.0	.0	.0	.2	.0
8. NW7	.1	1.0	.0	.0	.0	.0	.1	.3	.0	.1	.2	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: LINCOLN BOULEVARD AND MAXELLA AVENUE AM NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	0. (FT)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	5. DEGREES	TEMP=	.5 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	*	45	-1500	45	-500	* AG	3284	4.5	.0	65.0
B. NA	*	45	-500	45	0	* AG	3207	7.1	.0	75.0
C. ND	*	45	0	45	500	* AG	3195	5.7	.0	45.0
D. NE	*	45	500	45	1500	* AG	3195	4.5	.0	65.0
E. SF	*	-38	1500	-38	500	* AG	2526	4.5	.0	80.0
F. SA	*	-38	500	-38	0	* AG	2383	6.7	.0	90.0
G. SD	*	-38	0	-38	-500	* AG	2685	5.0	.0	60.0
H. SE	*	-38	-500	-38	-1500	* AG	2685	4.5	.0	80.0
I. WF	*	1500	15	500	15	* AG	383	4.5	.0	35.0
J. WA	*	500	15	0	15	* AG	164	11.3	.0	33.0
K. WD	*	0	15	-500	15	* AG	166	10.9	.0	33.0
L. WE	*	-500	15	-1500	15	* AG	166	4.5	.0	35.0
M. EF	*	-1500	-15	-500	-15	* AG	323	4.5	.0	35.0
N. EA	*	-500	-15	0	-15	* AG	232	11.3	.0	33.0
O. ED	*	0	-15	500	-15	* AG	470	11.3	.0	33.0
P. EE	*	500	-15	1500	-15	* AG	470	4.5	.0	35.0
Q. NL	*	0	0	30	-500	* AG	77	6.5	.0	33.0
R. SL	*	0	0	-15	500	* AG	143	6.5	.0	33.0
S. WL	*	0	0	500	15	* AG	219	11.3	.0	33.0
T. EL	*	0	0	-500	-15	* AG	91	11.3	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z
1. NE3	*	78	33	6.0
2. SE3	*	78	-33	6.0
3. SW3	*	-78	-33	6.0
4. NW3	*	-78	33	6.0
5. NE7	*	91	46	6.0
6. SE7	*	91	-46	6.0
7. SW7	*	-91	-46	6.0
8. NW7	*	-91	46	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	BRG (DEG)	* PRED CONC (PPM)	*	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	*	185.	3.7	*	.4	2.4	.0	.0	.0	.0	.0	.4
2. SE3	*	352.	3.4	*	.0	.4	1.7	.1	.4	.1	.0	.0
3. SW3	*	85.	2.8	*	.0	.6	.0	.0	.0	.0	.6	.0
4. NW3	*	171.	2.5	*	.5	.1	.0	.0	.0	.2	1.3	.0
5. NE7	*	188.	3.0	*	.2	1.9	.0	.0	.0	.0	.0	.5
6. SE7	*	189.	2.7	*	.2	2.0	.0	.0	.0	.0	.0	.5
7. SW7	*	8.	2.2	*	.0	.0	.0	.5	.2	1.2	.0	.0
8. NW7	*	162.	2.0	*	.0	.7	.0	.0	.0	.1	.8	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	*	.0	.1	.0	.0	.0	.0	.2	.0	.0	.0	.1	.0
2. SE3	*	.0	.0	.0	.0	.0	.0	.4	.0	.0	.0	.1	.0
3. SW3	*	.0	.1	.0	.0	.0	.2	.8	.0	.0	.0	.3	.0
4. NW3	*	.0	.0	.1	.0	.0	.1	.0	.0	.0	.0	.0	.0
5. NE7	*	.0	.1	.0	.0	.0	.0	.2	.0	.0	.0	.1	.0
6. SE7	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. SW7	*	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
8. NW7	*	.0	.0	.1	.0	.0	.1	.0	.0	.0	.0	.0	.0

```
         CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                  JUNE 1989 VERSION
                  PAGE   1

              JOB:   LINCOLN BOULEVARD AND MAXELLA AVENUE AM WP
              RUN: Hour 1           (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide
```

I. SITE VARIABLES

```
       U=    .5 M/S            Z0= 100. CM           ALT=     0. (M)
     BRG= WORST CASE           VD=   .0 CM/S
    CLAS=     7 (G)            VS=   .0 CM/S
    MIXH= 1000. M             AMB=   .0 PPM
   SIGTH=    5. DEGREES      TEMP= 15.6 DEGREE (C)
```

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NF	*	14	-450	14	-150	* AG	3289	4.5	.0	19.5
B. NA	*	14	-150	14	0	* AG	3212	7.1	.0	22.5
C. ND	*	14	0	14	150	* AG	3222	5.7	.0	13.5
D. NE	*	14	150	14	450	* AG	3222	4.5	.0	19.5
E. SF	*	-11	450	-11	150	* AG	2530	4.5	.0	24.0
F. SA	*	-11	150	-11	0	* AG	2383	6.7	.0	27.0
G. SD	*	-11	0	-11	-150	* AG	2712	5.0	.0	18.0
H. SE	*	-11	-150	-11	-450	* AG	2712	4.5	.0	24.0
I. WF	*	450	5	150	5	* AG	437	4.5	.0	10.5
J. WA	*	150	5	0	5	* AG	191	11.3	.0	9.9
K. WD	*	0	5	-150	5	* AG	166	10.0	.0	9.9
L. WE	*	-150	5	-450	5	* AG	166	4.5	.0	10.5
M. EF	*	-450	-5	-150	-5	* AG	323	4.5	.0	10.5
N. EA	*	-150	-5	0	-5	* AG	232	11.3	.0	9.9
O. ED	*	0	-5	150	-5	* AG	479	11.3	.0	9.9
P. EE	*	150	-5	450	-5	* AG	479	4.5	.0	10.5
Q. NL	*	9	-150	0	0	* AG	77	6.5	.0	9.9
R. SL	*	-5	150	0	0	* AG	147	6.5	.0	9.9
S. WL	*	150	5	0	0	* AG	246	11.3	.0	9.9
T. EL	*	-150	-5	0	0	* AG	91	11.3	.0	9.9

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. NE3	*	23	10	1.8
2. SE3	*	23	-10	1.8
3. SW3	*	-23	-10	1.8
4. NW3	*	-23	10	1.8
5. NE7	*	27	14	1.8
6. SE7	*	27	-14	1.8
7. SW7	*	-27	-14	1.8
8. NW7	*	-27	14	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	BRG (DEG)	* PRED CONC (PPM)	*	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	*	185.	3.9	*	.4	2.5	.0	.0	.0	.0	.0	.4
2. SE3	*	352.	3.7	*	.0	.5	1.8	.1	.5	.1	.0	.0
3. SW3	*	85.	3.0	*	.0	.6	.0	.0	.0	.0	.7	.0
4. NW3	*	171.	2.7	*	.5	.1	.0	.0	.0	.2	1.3	.0
5. NE7	*	188.	3.2	*	.2	2.0	.0	.0	.0	.0	.0	.5
6. SE7	*	189.	2.9	*	.2	2.1	.0	.0	.0	.0	.0	.5
7. SW7	*	82.	2.4	*	.0	.6	.0	.0	.0	.0	.6	.0
8. NW7	*	98.	2.2	*	.0	.0	.4	.0	.0	.7	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	*	.0	.2	.0	.0	.0	.0	.2	.0	.0	.0	.2	.0
2. SE3	*	.0	.1	.0	.0	.0	.0	.4	.0	.0	.0	.2	.0
3. SW3	*	.1	.2	.0	.0	.0	.2	.8	.0	.0	.0	.3	.0
4. NW3	*	.0	.0	.1	.0	.0	.1	.0	.0	.0	.0	.0	.0
5. NE7	*	.0	.1	.0	.0	.0	.0	.2	.0	.0	.0	.1	.0
6. SE7	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. SW7	*	.0	.2	.0	.0	.0	.0	.7	.0	.0	.0	.3	.0
8. NW7	*	.0	.3	.0	.0	.0	.0	.4	.0	.0	.0	.3	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: LINCOLN BOULEVARD AND MAXELLA AVENUE PM NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S	Z0= 100. CM	ALT= 0. (FT)
BRG= WORST CASE	VD= .0 CM/S	
CLAS= 7 (G)	VS= .0 CM/S	
MIXH= 1000. M	AMB= .0 PPM	
SIGTH= 5. DEGREES	TEMP= .5 DEGREE (C)	

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	45	-1500	45	-500	AG	3436	4.5	.0	65.0
B. NA	45	-500	45	0	AG	3246	7.1	.0	75.0
C. ND	45	0	45	500	AG	3202	5.7	.0	45.0
D. NE	45	500	45	1500	AG	3202	4.5	.0	65.0
E. SF	-38	1500	-38	500	AG	3173	4.5	.0	80.0
F. SA	-38	500	-38	0	AG	2940	6.9	.0	90.0
G. SD	-38	0	-38	-500	AG	3297	5.2	.0	60.0
H. SE	-38	-500	-38	-1500	AG	3297	4.5	.0	80.0
I. WF	1500	15	500	15	AG	641	4.5	.0	35.0
J. WA	500	15	0	15	AG	253	11.3	.0	33.0
K. WD	0	15	-500	15	AG	374	11.3	.0	33.0
L. WE	-500	15	-1500	15	AG	374	4.5	.0	35.0
M. EF	-1500	-15	-500	-15	AG	237	4.5	.0	35.0
N. EA	-500	-15	0	-15	AG	151	11.3	.0	33.0
O. ED	0	-15	500	-15	AG	614	11.3	.0	33.0
P. EE	500	-15	1500	-15	AG	614	4.5	.0	35.0
Q. NL	0	0	30	-500	AG	190	6.5	.0	33.0
R. SL	0	0	-15	500	AG	233	6.5	.0	33.0
S. WL	0	0	500	15	AG	388	11.3	.0	33.0
T. EL	0	0	-500	-15	AG	86	11.3	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	78	33	6.0
2. SE3	78	-33	6.0
3. SW3	-78	-33	6.0
4. NW3	-78	33	6.0
5. NE7	91	46	6.0
6. SE7	91	-46	6.0
7. SW7	-91	-46	6.0
8. NW7	-91	46	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	185.	4.0	.4	2.4	.0	.0	.0	.0	.0	.4
2. SE3	351.	3.8	.0	.4	1.7	.0	.5	.2	.0	.0
3. SW3	85.	3.4	.0	.6	.0	.0	.0	.0	.8	.0
4. NW3	171.	3.0	.5	.1	.0	.0	.0	.3	1.5	.1
5. NE7	188.	3.3	.2	1.9	.0	.0	.0	.0	.0	.5
6. SE7	342.	2.9	.0	.3	1.1	.0	.0	.7	.0	.0
7. SW7	82.	2.7	.0	.5	.0	.0	.0	.0	.7	.0
8. NW7	98.	2.6	.0	.0	.4	.0	.0	.9	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.2	.0	.0	.0	.0	.3	.0	.0	.0	.2	.0
2. SE3	.0	.1	.0	.0	.0	.0	.5	.0	.0	.0	.2	.0
3. SW3	.1	.2	.0	.0	.0	.1	1.0	.0	.0	.0	.4	.0
4. NW3	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. NE7	.0	.2	.0	.0	.0	.0	.3	.0	.0	.0	.2	.0
6. SE7	.0	.1	.0	.0	.0	.0	.4	.0	.0	.0	.2	.0
7. SW7	.0	.2	.0	.0	.0	.0	.8	.0	.0	.0	.4	.0
8. NW7	.0	.4	.0	.0	.0	.0	.4	.0	.0	.0	.4	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: LINCOLN BOULEVARD AND MAXELLA AVENUE PM WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0= 100. CM	ALT= 0. (FT)
BRG=	WORST CASE	VD= .0 CM/S	
CLAS=	7 (G)	VS= .0 CM/S	
MIXH=	1000. M	AMB= .0 PPM	
SIGTH=	5. DEGREES	TEMP= .5 DEGREE (C)	

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	*	45	-1500	45	-500	* AG	3472	4.5	.0	65.0
B. NA	*	45	-500	45	0	* AG	3282	7.6	.0	75.0
C. ND	*	45	0	45	500	* AG	3208	5.7	.0	45.0
D. NE	*	45	500	45	1500	* AG	3208	4.5	.0	65.0
E. SF	*	-38	1500	-38	500	* AG	3203	4.5	.0	80.0
F. SA	*	-38	500	-38	0	* AG	2940	6.9	.0	90.0
G. SD	*	-38	0	-38	-500	* AG	3303	5.2	.0	60.0
H. SE	*	-38	-500	-38	-1500	* AG	3303	4.5	.0	80.0
I. WF	*	1500	15	500	15	* AG	653	4.5	.0	35.0
J. WA	*	500	15	0	15	* AG	259	11.3	.0	33.0
K. WD	*	0	15	-500	15	* AG	374	11.3	.0	33.0
L. WE	*	-500	15	-1500	15	* AG	374	4.5	.0	35.0
M. EF	*	-1500	-15	-500	-15	* AG	237	4.5	.0	35.0
N. EA	*	-500	-15	0	-15	* AG	151	11.3	.0	33.0
O. ED	*	0	-15	500	-15	* AG	680	11.3	.0	33.0
P. EE	*	500	-15	1500	-15	* AG	680	4.5	.0	35.0
Q. NL	*	0	0	30	-500	* AG	190	6.5	.0	33.0
R. SL	*	0	0	-15	500	* AG	263	6.5	.0	33.0
S. WL	*	0	0	500	15	* AG	394	11.3	.0	33.0
T. EL	*	0	0	-500	-15	* AG	86	11.3	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z
1. NE3	*	78	33	6.0
2. SE3	*	78	-33	6.0
3. SW3	*	-78	-33	6.0
4. NW3	*	-78	33	6.0
5. NE7	*	91	46	6.0
6. SE7	*	91	-46	6.0
7. SW7	*	-91	-46	6.0
8. NW7	*	-91	46	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	BRG (DEG)	* PRED CONC (PPM)	*	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	*	185.	4.2	*	.4	2.6	.0	.0	.0	.0	.0	.4
2. SE3	*	351.	3.9	*	.0	.5	1.7	.0	.5	.2	.0	.0
3. SW3	*	85.	3.5	*	.0	.6	.0	.0	.0	.0	.8	.0
4. NW3	*	96.	3.3	*	.0	.0	.4	.0	.0	.9	.0	.0
5. NE7	*	188.	3.5	*	.2	2.1	.0	.0	.0	.0	.0	.5
6. SE7	*	342.	3.0	*	.0	.3	1.1	.0	.0	.7	.0	.0
7. SW7	*	82.	2.8	*	.0	.6	.0	.0	.0	.0	.7	.0
8. NW7	*	98.	2.6	*	.0	.0	.4	.0	.0	.9	.0	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	*	.0	.2	.0	.0	.0	.0	.3	.0	.0	.0	.2	.0
2. SE3	*	.0	.1	.0	.0	.0	.0	.5	.0	.0	.0	.2	.0
3. SW3	*	.1	.2	.0	.0	.0	.1	1.1	.0	.0	.0	.4	.0
4. NW3	*	.0	.4	.4	.0	.0	.0	.5	.1	.0	.0	.5	.0
5. NE7	*	.0	.2	.0	.0	.0	.0	.3	.0	.0	.0	.2	.0
6. SE7	*	.0	.1	.0	.0	.0	.0	.4	.0	.0	.0	.2	.0
7. SW7	*	.0	.2	.0	.0	.0	.0	.8	.0	.0	.0	.4	.0
8. NW7	*	.0	.4	.0	.0	.0	.0	.5	.0	.0	.0	.4	.0

```
         CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
                  JUNE 1989 VERSION
                  PAGE   1

              JOB:   LINCOLN BOULEVARD AND MINDANAO WAY AM NP
              RUN:                (WORST CASE ANGLE)
       POLLUTANT: Carbon Monoxide
```

I. SITE VARIABLES

```
       U=    .5 M/S            Z0= 100. CM           ALT=     0. (FT)
     BRG= WORST CASE           VD=   .0 CM/S
    CLAS=     7 (G)            VS=   .0 CM/S
    MIXH= 1000. M             AMB=   .0 PPM
   SIGTH=    5. DEGREES       TEMP=   .5 DEGREE (C)
```

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	*	30	-1500	30	-500	* AG	3226	4.5	.0	65.0
B. NA	*	30	-500	30	0	* AG	3104	8.2	.0	60.0
C. ND	*	30	0	30	500	* AG	2780	5.3	.0	45.0
D. NE	*	30	500	30	1500	* AG	2780	4.5	.0	65.0
E. SF	*	-30	1500	-30	500	* AG	1970	4.5	.0	65.0
F. SA	*	-30	500	-30	0	* AG	1887	6.9	.0	60.0
G. SD	*	-30	0	-30	-500	* AG	2164	5.0	.0	45.0
H. SE	*	-30	-500	-30	-1500	* AG	2164	4.5	.0	65.0
I. WF	*	1500	30	500	30	* AG	720	4.5	.0	50.0
J. WA	*	500	30	0	30	* AG	448	10.0	.0	60.0
K. WD	*	0	30	-500	30	* AG	539	8.2	.0	33.0
L. WE	*	-500	30	-1500	30	* AG	539	4.5	.0	50.0
M. EF	*	-1500	-30	-500	-30	* AG	691	4.5	.0	50.0
N. EA	*	-500	-30	0	-30	* AG	690	11.3	.0	33.0
O. ED	*	0	-30	500	-30	* AG	1124	11.3	.0	33.0
P. EE	*	500	-30	1500	-30	* AG	1124	4.5	.0	50.0
Q. NL	*	0	0	15	-500	* AG	122	6.5	.0	33.0
R. SL	*	0	0	-15	500	* AG	83	6.5	.0	33.0
S. WL	*	0	0	500	23	* AG	272	10.0	.0	33.0
T. EL	*	0	-1900	0	-1800	* AG	1	10.0	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z
1. NE3	*	63	55	6.0
2. SE3	*	63	-55	6.0
3. SW3	*	-63	-55	6.0
4. NW3	*	-63	55	6.0
5. NE7	*	76	68	6.0
6. SE7	*	76	-68	6.0
7. SW7	*	-76	-68	6.0
8. NW7	*	-76	68	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	PRED BRG (DEG)	*	CONC (PPM)	*	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	*	186.	*	4.0	*	.3	2.5	.0	.0	.0	.0	.0	.4
2. SE3	*	351.	*	3.8	*	.0	.8	1.4	.0	.3	.3	.0	.0
3. SW3	*	83.	*	3.4	*	.0	.7	.0	.0	.0	.0	.6	.0
4. NW3	*	169.	*	3.0	*	.2	.8	.0	.0	.0	.4	1.0	.0
5. NE7	*	188.	*	3.3	*	.1	1.9	.0	.0	.0	.0	.0	.4
6. SE7	*	339.	*	2.7	*	.0	.5	.8	.0	.0	.5	.0	.0
7. SW7	*	81.	*	2.7	*	.0	.7	.0	.0	.0	.0	.5	.0
8. NW7	*	164.	*	2.3	*	.0	.9	.0	.0	.0	.1	.7	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	*	.0	.2	.0	.0	.0	.0	.4	.0	.0	.0	.1	.0
2. SE3	*	.0	.2	.0	.0	.0	.0	.7	.0	.0	.0	.1	.0
3. SW3	*	.2	.1	.0	.0	.0	.0	1.5	.0	.0	.0	.1	.0
4. NW3	*	.0	.0	.3	.0	.0	.2	.0	.0	.0	.0	.0	.0
5. NE7	*	.0	.2	.0	.0	.0	.0	.3	.0	.0	.0	.1	.0
6. SE7	*	.0	.1	.0	.0	.0	.0	.6	.0	.0	.0	.1	.0
7. SW7	*	.1	.1	.0	.0	.0	.0	1.1	.0	.0	.0	.1	.0
8. NW7	*	.0	.0	.2	.0	.0	.2	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: LINCOLN BOULEVARD AND MINDANAO WAY AM WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0= 100. CM	ALT= 0. (FT)
BRG=	WORST CASE	VD= .0 CM/S	
CLAS=	7 (G)	VS= .0 CM/S	
MIXH=	1000. M	AMB= .0 PPM	
SIGTH=	5. DEGREES	TEMP= .5 DEGREE (C)	

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	*	30	-1500	30	-500	* AG	3229	4.5	.0	65.0
B. NA	*	30	-500	30	0	* AG	3107	8.2	.0	60.0
C. ND	*	30	0	30	500	* AG	2783	5.3	.0	45.0
D. NE	*	30	500	30	1500	* AG	2783	4.5	.0	65.0
E. SF	*	-30	1500	-30	500	* AG	1997	4.5	.0	65.0
F. SA	*	-30	500	-30	0	* AG	1914	6.9	.0	60.0
G. SD	*	-30	0	-30	-500	* AG	2191	5.0	.0	45.0
H. SE	*	-30	-500	-30	-1500	* AG	2191	4.5	.0	65.0
I. WF	*	1500	30	500	30	* AG	720	4.5	.0	50.0
J. WA	*	500	30	0	30	* AG	448	10.0	.0	60.0
K. WD	*	0	30	-500	30	* AG	539	8.2	.0	33.0
L. WE	*	-500	30	-1500	30	* AG	539	4.5	.0	50.0
M. EF	*	-1500	-30	-500	-30	* AG	691	4.5	.0	50.0
N. EA	*	-500	-30	0	-30	* AG	690	11.3	.0	33.0
O. ED	*	0	-30	500	-30	* AG	1124	11.3	.0	33.0
P. EE	*	500	-30	1500	-30	* AG	1124	4.5	.0	50.0
Q. NL	*	0	0	15	-500	* AG	122	6.5	.0	33.0
R. SL	*	0	0	-15	500	* AG	83	6.5	.0	33.0
S. WL	*	0	0	500	23	* AG	272	10.0	.0	33.0
T. EL	*	0	-1900	0	-1800	* AG	1	10.0	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z
1. NE3	*	63	55	6.0
2. SE3	*	63	-55	6.0
3. SW3	*	-63	-55	6.0
4. NW3	*	-63	55	6.0
5. NE7	*	76	68	6.0
6. SE7	*	76	-68	6.0
7. SW7	*	-76	-68	6.0
8. NW7	*	-76	68	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	PRED BRG (DEG)	*	CONC (PPM)	*	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	*	186.	*	4.0	*	.3	2.5	.0	.0	.0	.0	.0	.4
2. SE3	*	351.	*	3.8	*	.0	.8	1.4	.0	.3	.3	.0	.0
3. SW3	*	83.	*	3.4	*	.0	.7	.0	.0	.0	.0	.6	.0
4. NW3	*	169.	*	3.0	*	.2	.8	.0	.0	.0	.4	1.0	.0
5. NE7	*	188.	*	3.3	*	.1	1.9	.0	.0	.0	.0	.0	.4
6. SE7	*	339.	*	2.7	*	.0	.5	.8	.0	.0	.5	.0	.0
7. SW7	*	81.	*	2.7	*	.0	.7	.0	.0	.0	.0	.5	.0
8. NW7	*	164.	*	2.3	*	.0	.9	.0	.0	.0	.1	.7	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	*	.0	.2	.0	.0	.0	.0	.4	.0	.0	.0	.1	.0
2. SE3	*	.0	.2	.0	.0	.0	.0	.7	.0	.0	.0	.1	.0
3. SW3	*	.2	.1	.0	.0	.0	.0	1.5	.0	.0	.0	.1	.0
4. NW3	*	.0	.0	.3	.0	.0	.2	.0	.0	.0	.0	.0	.0
5. NE7	*	.0	.2	.0	.0	.0	.0	.3	.0	.0	.0	.1	.0
6. SE7	*	.0	.1	.0	.0	.0	.0	.6	.0	.0	.0	.1	.0
7. SW7	*	.1	.1	.0	.0	.0	.0	1.1	.0	.0	.0	.1	.0
8. NW7	*	.0	.0	.2	.0	.0	.2	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: LINCOLN BOULEVARD AND MINDANAO WAY PM NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	0. (FT)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	5. DEGREES	TEMP=	.5 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	*	30	-1500	30	-500	* AG	3044	4.5	.0	65.0
B. NA	*	30	-500	30	0	* AG	2920	7.6	.0	60.0
C. ND	*	30	0	30	500	* AG	2621	5.3	.0	45.0
D. NE	*	30	500	30	1500	* AG	2621	4.5	.0	65.0
E. SF	*	-30	1500	-30	500	* AG	2864	4.5	.0	65.0
F. SA	*	-30	500	-30	0	* AG	2729	7.6	.0	60.0
G. SD	*	-30	0	-30	-500	* AG	3263	5.7	.0	45.0
H. SE	*	-30	-500	-30	-1500	* AG	3263	4.5	.0	65.0
I. WF	*	1500	30	500	30	* AG	1150	4.5	.0	50.0
J. WA	*	500	30	0	30	* AG	654	10.0	.0	60.0
K. WD	*	0	30	-500	30	* AG	775	8.5	.0	33.0
L. WE	*	-500	30	-1500	30	* AG	775	4.5	.0	50.0
M. EF	*	-1500	-30	-500	-30	* AG	711	4.5	.0	50.0
N. EA	*	-500	-30	0	-30	* AG	706	11.3	.0	33.0
O. ED	*	0	-30	500	-30	* AG	1110	11.3	.0	33.0
P. EE	*	500	-30	1500	-30	* AG	1110	4.5	.0	50.0
Q. NL	*	0	0	15	-500	* AG	124	6.5	.0	33.0
R. SL	*	0	0	-15	500	* AG	135	6.5	.0	33.0
S. WL	*	0	0	500	23	* AG	496	10.0	.0	33.0
T. EL	*	0	-1900	0	-1800	* AG	5	10.0	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z
1. NE3	*	63	55	6.0
2. SE3	*	63	-55	6.0
3. SW3	*	-63	-55	6.0
4. NW3	*	-63	55	6.0
5. NE7	*	76	68	6.0
6. SE7	*	76	-68	6.0
7. SW7	*	-76	-68	6.0
8. NW7	*	-76	68	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	PRED BRG (DEG)	*	CONC (PPM)	*	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	*	186.	*	4.1	*	.3	2.2	.0	.0	.0	.0	.0	.6
2. SE3	*	350.	*	4.1	*	.0	.7	1.3	.0	.3	.6	.0	.0
3. SW3	*	81.	*	3.9	*	.0	.6	.0	.0	.0	.0	1.0	.0
4. NW3	*	171.	*	3.9	*	.4	.5	.0	.0	.0	.6	1.7	.0
5. NE7	*	188.	*	3.4	*	.1	1.7	.0	.0	.0	.0	.1	.5
6. SE7	*	341.	*	3.0	*	.0	.4	.8	.0	.0	.8	.0	.0
7. SW7	*	79.	*	3.1	*	.0	.6	.0	.0	.0	.0	.8	.0
8. NW7	*	164.	*	2.8	*	.0	.8	.0	.0	.0	.2	1.1	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	*	.0	.3	.0	.0	.0	.0	.4	.0	.0	.0	.2	.0
2. SE3	*	.0	.2	.0	.0	.0	.0	.7	.0	.0	.0	.2	.0
3. SW3	*	.1	.3	.0	.0	.0	.1	1.4	.0	.0	.0	.3	.0
4. NW3	*	.0	.0	.4	.0	.0	.2	.0	.0	.0	.0	.0	.0
5. NE7	*	.0	.3	.0	.0	.0	.0	.3	.0	.0	.0	.2	.0
6. SE7	*	.0	.2	.0	.0	.0	.0	.6	.0	.0	.0	.2	.0
7. SW7	*	.0	.3	.0	.0	.0	.0	1.1	.0	.0	.0	.3	.0
8. NW7	*	.0	.0	.3	.0	.0	.2	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: LINCOLN BOULEVARD AND MINDANAO WAY PM WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0= 100. CM	ALT= 0. (FT)
BRG=	WORST CASE	VD= .0 CM/S	
CLAS=	7 (G)	VS= .0 CM/S	
MIXH=	1000. M	AMB= .0 PPM	
SIGTH=	5. DEGREES	TEMP= .5 DEGREE (C)	

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	*	30	-1500	30	-500	* AG	3069	4.5	.0	65.0
B. NA	*	30	-500	30	0	* AG	2945	7.6	.0	60.0
C. ND	*	30	0	30	500	* AG	2646	5.3	.0	45.0
D. NE	*	30	500	30	1500	* AG	2646	4.5	.0	65.0
E. SF	*	-30	1500	-30	500	* AG	2870	4.5	.0	65.0
F. SA	*	-30	500	-30	0	* AG	2735	7.6	.0	60.0
G. SD	*	-30	0	-30	-500	* AG	3269	5.7	.0	45.0
H. SE	*	-30	-500	-30	-1500	* AG	3269	4.5	.0	65.0
I. WF	*	1500	30	500	30	* AG	1150	4.5	.0	50.0
J. WA	*	500	30	0	30	* AG	654	10.0	.0	60.0
K. WD	*	0	30	-500	30	* AG	775	8.5	.0	33.0
L. WE	*	-500	30	-1500	30	* AG	775	4.5	.0	50.0
M. EF	*	-1500	-30	-500	-30	* AG	711	4.5	.0	50.0
N. EA	*	-500	-30	0	-30	* AG	706	11.3	.0	33.0
O. ED	*	0	-30	500	-30	* AG	1110	11.3	.0	33.0
P. EE	*	500	-30	1500	-30	* AG	1110	4.5	.0	50.0
Q. NL	*	0	0	15	-500	* AG	124	6.5	.0	33.0
R. SL	*	0	0	-15	500	* AG	135	6.5	.0	33.0
S. WL	*	0	0	500	23	* AG	496	10.0	.0	33.0
T. EL	*	0	-1900	0	-1800	* AG	5	10.0	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z
1. NE3	*	63	55	6.0
2. SE3	*	63	-55	6.0
3. SW3	*	-63	-55	6.0
4. NW3	*	-63	55	6.0
5. NE7	*	76	68	6.0
6. SE7	*	76	-68	6.0
7. SW7	*	-76	-68	6.0
8. NW7	*	-76	68	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	PRED BRG (DEG)	*	PRED CONC (PPM)	*	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	*	186.	*	4.1	*	.3	2.2	.0	.0	.0	.0	.0	.6
2. SE3	*	350.	*	4.1	*	.0	.7	1.3	.0	.3	.6	.0	.0
3. SW3	*	81.	*	3.9	*	.0	.6	.0	.0	.0	.0	1.0	.0
4. NW3	*	171.	*	3.9	*	.4	.5	.0	.0	.0	.6	1.7	.0
5. NE7	*	188.	*	3.4	*	.1	1.7	.0	.0	.0	.0	.1	.5
6. SE7	*	341.	*	3.0	*	.0	.4	.8	.0	.0	.8	.0	.0
7. SW7	*	79.	*	3.1	*	.0	.6	.0	.0	.0	.0	.8	.0
8. NW7	*	164.	*	2.8	*	.0	.8	.0	.0	.0	.2	1.1	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	*	.0	.3	.0	.0	.0	.0	.4	.0	.0	.0	.2	.0
2. SE3	*	.0	.2	.0	.0	.0	.0	.7	.0	.0	.0	.2	.0
3. SW3	*	.1	.3	.0	.0	.0	.1	1.4	.0	.0	.0	.3	.0
4. NW3	*	.0	.0	.4	.0	.0	.2	.0	.0	.0	.0	.0	.0
5. NE7	*	.0	.3	.0	.0	.0	.0	.3	.0	.0	.0	.2	.0
6. SE7	*	.0	.2	.0	.0	.0	.0	.6	.0	.0	.0	.2	.0
7. SW7	*	.0	.3	.0	.0	.0	.0	1.1	.0	.0	.0	.3	.0
8. NW7	*	.0	.0	.3	.0	.0	.2	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: LINCOLN BOULEVARD AND VENICE BOULEVARD AM NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S	Z0= 100. CM	ALT= 0. (FT)
BRG= WORST CASE	VD= .0 CM/S	
CLAS= 7 (G)	VS= .0 CM/S	
MIXH= 1000. M	AMB= .0 PPM	
SIGTH= 5. DEGREES	TEMP= .5 DEGREE (C)	

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	30	-1500	30	-500	AG	2487	4.5	.0	50.0
B. NA	30	-500	30	0	AG	2301	7.6	.0	60.0
C. ND	30	0	30	500	AG	2427	6.5	.0	33.0
D. NE	30	500	30	1500	AG	2427	4.5	.0	50.0
E. SF	-30	1500	-30	500	AG	1882	4.5	.0	50.0
F. SA	-30	500	-30	0	AG	1690	7.1	.0	60.0
G. SD	-30	0	-30	-500	AG	2058	6.5	.0	33.0
H. SE	-30	-500	-30	-1500	AG	2058	4.5	.0	50.0
I. WF	1500	38	500	38	AG	1275	4.5	.0	50.0
J. WA	500	38	0	38	AG	971	8.8	.0	60.0
K. WD	0	38	-500	38	AG	923	6.7	.0	33.0
L. WE	-500	38	-1500	38	AG	923	4.5	.0	50.0
M. EF	-1500	-30	-500	-30	AG	1227	4.5	.0	65.0
N. EA	-500	-30	0	-30	AG	1127	8.8	.0	75.0
O. ED	0	-30	500	-30	AG	1463	6.7	.0	45.0
P. EE	500	-30	1500	-30	AG	1463	4.5	.0	65.0
Q. NL	0	0	23	-500	AG	186	6.9	.0	33.0
R. SL	0	0	-23	500	AG	192	6.9	.0	33.0
S. WL	0	0	500	30	AG	304	8.8	.0	33.0
T. EL	0	0	-500	-15	AG	100	8.8	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	55	63	6.0
2. SE3	55	-63	6.0
3. SW3	-55	-63	6.0
4. NW3	-55	63	6.0
5. NE7	68	76	6.0
6. SE7	68	-76	6.0
7. SW7	-68	-76	6.0
8. NW7	-68	76	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	185.	3.6	.2	1.9	.0	.0	.0	.0	.0	.4
2. SE3	354.	4.1	.0	.9	1.6	.1	.4	.2	.0	.0
3. SW3	81.	3.2	.0	.5	.0	.0	.0	.0	.7	.0
4. NW3	173.	3.6	.4	.3	.0	.0	.0	.6	1.4	.0
5. NE7	186.	3.1	.2	1.6	.0	.0	.0	.0	.0	.4
6. SE7	346.	3.0	.0	.6	1.0	.0	.0	.5	.0	.0
7. SW7	75.	2.7	.0	.5	.0	.0	.0	.0	.6	.0
8. NW7	167.	2.8	.0	.7	.0	.0	.0	.4	.9	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.4	.0	.0	.0	.0	.3	.0	.0	.0	.1	.0
2. SE3	.0	.3	.0	.0	.0	.0	.5	.0	.0	.0	.1	.0
3. SW3	.2	.2	.0	.0	.0	.3	1.0	.0	.0	.0	.1	.0
4. NW3	.0	.0	.4	.0	.0	.3	.0	.0	.0	.0	.0	.0
5. NE7	.0	.4	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0
6. SE7	.0	.2	.0	.0	.0	.0	.4	.0	.0	.1	.0	.0
7. SW7	.0	.3	.0	.0	.0	.2	.7	.0	.0	.0	.2	.0
8. NW7	.0	.0	.3	.0	.0	.3	.0	.0	.1	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: LINCOLN BOULEVARD AND VENICE BOULEVARD AM WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	0. (FT)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	5. DEGREES	TEMP=	.5 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	*	30	-1500	30	-500	* AG	2513	4.5	.0	50.0
B. NA	*	30	-500	30	0	* AG	2324	7.6	.0	60.0
C. ND	*	30	0	30	500	* AG	2446	6.5	.0	33.0
D. NE	*	30	500	30	1500	* AG	2446	4.5	.0	50.0
E. SF	*	-30	1500	-30	500	* AG	1905	4.5	.0	50.0
F. SA	*	-30	500	-30	0	* AG	1693	7.1	.0	60.0
G. SD	*	-30	0	-30	-500	* AG	2062	6.5	.0	33.0
H. SE	*	-30	-500	-30	-1500	* AG	2062	4.5	.0	50.0
I. WF	*	1500	38	500	38	* AG	1276	4.5	.0	50.0
J. WA	*	500	38	0	38	* AG	971	8.8	.0	60.0
K. WD	*	0	38	-500	38	* AG	926	6.7	.0	33.0
L. WE	*	-500	38	-1500	38	* AG	926	4.5	.0	50.0
M. EF	*	-1500	-30	-500	-30	* AG	1227	4.5	.0	65.0
N. EA	*	-500	-30	0	-30	* AG	1127	8.8	.0	75.0
O. ED	*	0	-30	500	-30	* AG	1487	6.7	.0	45.0
P. EE	*	500	-30	1500	-30	* AG	1487	4.5	.0	65.0
Q. NL	*	0	0	23	-500	* AG	189	6.9	.0	33.0
R. SL	*	0	0	-23	500	* AG	212	6.9	.0	33.0
S. WL	*	0	0	500	30	* AG	305	8.8	.0	33.0
T. EL	*	0	0	-500	-15	* AG	100	8.8	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z
1. NE3	*	55	63	6.0
2. SE3	*	55	-63	6.0
3. SW3	*	-55	-63	6.0
4. NW3	*	-55	63	6.0
5. NE7	*	68	76	6.0
6. SE7	*	68	-76	6.0
7. SW7	*	-68	-76	6.0
8. NW7	*	-68	76	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	BRG (DEG)	* PRED CONC (PPM)	*	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	*	185.	* 3.6	*	.2	1.9	.0	.0	.0	.0	.0	.4
2. SE3	*	354.	* 4.1	*	.0	.9	1.6	.1	.4	.2	.0	.0
3. SW3	*	81.	* 3.3	*	.0	.5	.0	.0	.0	.0	.7	.0
4. NW3	*	173.	* 3.6	*	.4	.3	.0	.0	.0	.6	1.4	.0
5. NE7	*	186.	* 3.1	*	.2	1.6	.0	.0	.0	.0	.0	.4
6. SE7	*	346.	* 3.1	*	.0	.6	1.0	.0	.0	.5	.0	.0
7. SW7	*	75.	* 2.7	*	.0	.5	.0	.0	.0	.0	.6	.0
8. NW7	*	167.	* 2.8	*	.0	.7	.0	.0	.0	.4	.9	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	*	.0	.4	.0	.0	.0	.0	.3	.0	.0	.0	.1	.0
2. SE3	*	.0	.3	.0	.0	.0	.0	.5	.0	.0	.0	.1	.0
3. SW3	*	.2	.2	.0	.0	.0	.3	1.1	.0	.0	.0	.1	.0
4. NW3	*	.0	.0	.4	.0	.0	.3	.0	.0	.0	.0	.0	.0
5. NE7	*	.0	.4	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0
6. SE7	*	.0	.2	.0	.0	.0	.0	.4	.0	.0	.1	.0	.0
7. SW7	*	.0	.3	.0	.0	.0	.2	.7	.0	.0	.0	.2	.0
8. NW7	*	.0	.0	.3	.0	.0	.3	.0	.0	.1	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: LINCOLN BOULEVARD AND VENICE BOULEVARD PM NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	0. (FT)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	5. DEGREES	TEMP=	.5 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	*	30	-1500	30	-500	* AG	2651	4.5	.0	50.0
B. NA	*	30	-500	30	0	* AG	2403	7.9	.0	60.0
C. ND	*	30	0	30	500	* AG	2561	6.7	.0	33.0
D. NE	*	30	500	30	1500	* AG	2561	4.5	.0	50.0
E. SF	*	-30	1500	-30	500	* AG	2345	4.5	.0	50.0
F. SA	*	-30	500	-30	0	* AG	2095	7.6	.0	60.0
G. SD	*	-30	0	-30	-500	* AG	2708	6.7	.0	33.0
H. SE	*	-30	-500	-30	-1500	* AG	2708	4.5	.0	50.0
I. WF	*	1500	38	500	38	* AG	1558	4.5	.0	50.0
J. WA	*	500	38	0	38	* AG	1127	9.2	.0	60.0
K. WD	*	0	38	-500	38	* AG	1157	7.6	.0	33.0
L. WE	*	-500	38	-1500	38	* AG	1157	4.5	.0	50.0
M. EF	*	-1500	-30	-500	-30	* AG	1322	4.5	.0	65.0
N. EA	*	-500	-30	0	-30	* AG	1178	8.8	.0	75.0
O. ED	*	0	-30	500	-30	* AG	1450	6.5	.0	45.0
P. EE	*	500	-30	1500	-30	* AG	1450	4.5	.0	65.0
Q. NL	*	0	0	23	-500	* AG	248	6.9	.0	33.0
R. SL	*	0	0	-23	500	* AG	250	6.9	.0	33.0
S. WL	*	0	0	500	30	* AG	431	8.8	.0	33.0
T. EL	*	0	0	-500	-15	* AG	144	8.8	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z
1. NE3	*	55	63	6.0
2. SE3	*	55	-63	6.0
3. SW3	*	-55	-63	6.0
4. NW3	*	-55	63	6.0
5. NE7	*	68	76	6.0
6. SE7	*	68	-76	6.0
7. SW7	*	-68	-76	6.0
8. NW7	*	-68	76	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	BRG (DEG)	* PRED CONC (PPM)	*	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	*	185.	* 3.9	*	.2	2.0	.0	.0	.0	.0	.0	.5
2. SE3	*	353.	* 4.5	*	.0	1.0	1.7	.0	.4	.3	.0	.0
3. SW3	*	81.	* 3.6	*	.0	.6	.0	.0	.0	.0	1.0	.0
4. NW3	*	173.	* 4.4	*	.4	.4	.0	.0	.0	.8	1.8	.0
5. NE7	*	186.	* 3.4	*	.2	1.7	.0	.0	.0	.0	.0	.5
6. SE7	*	346.	* 3.4	*	.0	.6	1.1	.0	.0	.7	.0	.0
7. SW7	*	75.	* 3.0	*	.0	.5	.0	.0	.0	.0	.8	.0
8. NW7	*	166.	* 3.4	*	.0	.8	.0	.0	.0	.5	1.2	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	*	.0	.5	.0	.0	.0	.0	.3	.0	.1	.0	.1	.0
2. SE3	*	.0	.3	.0	.0	.0	.0	.5	.0	.0	.0	.1	.0
3. SW3	*	.3	.2	.0	.0	.0	.3	1.0	.0	.0	.0	.2	.0
4. NW3	*	.0	.0	.5	.0	.0	.3	.0	.0	.0	.0	.0	.0
5. NE7	*	.0	.5	.0	.0	.0	.0	.3	.0	.0	.0	.1	.0
6. SE7	*	.0	.3	.0	.0	.0	.0	.4	.0	.0	.1	.1	.0
7. SW7	*	.0	.4	.0	.0	.0	.2	.7	.0	.0	.0	.2	.0
8. NW7	*	.0	.0	.4	.0	.0	.3	.0	.0	.1	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: LINCOLN BOULEVARD AND VENICE BOULEVARD PM WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	0. (FT)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	5. DEGREES	TEMP=	.5 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	*	30	-1500	30	-500	* AG	2657	4.5	.0	50.0
B. NA	*	30	-500	30	0	* AG	2408	7.6	.0	60.0
C. ND	*	30	0	30	500	* AG	2565	6.5	.0	33.0
D. NE	*	30	500	30	1500	* AG	2565	4.5	.0	50.0
E. SF	*	-30	1500	-30	500	* AG	2389	4.5	.0	50.0
F. SA	*	-30	500	-30	0	* AG	2112	7.3	.0	60.0
G. SD	*	-30	0	-30	-500	* AG	2733	6.5	.0	33.0
H. SE	*	-30	-500	-30	-1500	* AG	2733	4.5	.0	50.0
I. WF	*	1500	38	500	38	* AG	1562	4.5	.0	50.0
J. WA	*	500	38	0	38	* AG	1127	9.2	.0	60.0
K. WD	*	0	38	-500	38	* AG	1158	7.9	.0	33.0
L. WE	*	-500	38	-1500	38	* AG	1158	4.5	.0	50.0
M. EF	*	-1500	-30	-500	-30	* AG	1326	4.5	.0	65.0
N. EA	*	-500	-30	0	-30	* AG	1182	8.8	.0	75.0
O. ED	*	0	-30	500	-30	* AG	1478	6.7	.0	45.0
P. EE	*	500	-30	1500	-30	* AG	1478	4.5	.0	65.0
Q. NL	*	0	0	23	-500	* AG	249	6.9	.0	33.0
R. SL	*	0	0	-23	500	* AG	277	6.9	.0	33.0
S. WL	*	0	0	500	30	* AG	435	8.8	.0	33.0
T. EL	*	0	0	-500	-15	* AG	144	8.8	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z
1. NE3	*	55	63	6.0
2. SE3	*	55	-63	6.0
3. SW3	*	-55	-63	6.0
4. NW3	*	-55	63	6.0
5. NE7	*	68	76	6.0
6. SE7	*	68	-76	6.0
7. SW7	*	-68	-76	6.0
8. NW7	*	-68	76	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	PRED BRG (DEG)	*	CONC (PPM)	*	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	*	185.	*	3.9	*	.2	1.9	.0	.0	.0	.0	.0	.5
2. SE3	*	353.	*	4.4	*	.0	.9	1.7	.0	.4	.3	.0	.0
3. SW3	*	81.	*	3.7	*	.0	.6	.0	.0	.0	.0	1.0	.0
4. NW3	*	173.	*	4.4	*	.4	.3	.0	.0	.0	.8	1.7	.0
5. NE7	*	186.	*	3.4	*	.2	1.6	.0	.0	.0	.0	.0	.5
6. SE7	*	346.	*	3.4	*	.0	.6	1.1	.0	.0	.6	.0	.0
7. SW7	*	75.	*	3.0	*	.0	.5	.0	.0	.0	.0	.8	.0
8. NW7	*	167.	*	3.3	*	.0	.7	.0	.0	.0	.5	1.2	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	*	.0	.5	.0	.0	.0	.0	.3	.0	.1	.0	.1	.0
2. SE3	*	.0	.3	.0	.0	.0	.0	.5	.0	.0	.0	.1	.0
3. SW3	*	.3	.2	.0	.0	.0	.3	1.1	.0	.0	.0	.2	.0
4. NW3	*	.0	.0	.5	.0	.0	.3	.0	.0	.0	.0	.0	.0
5. NE7	*	.0	.5	.0	.0	.0	.0	.3	.0	.0	.0	.1	.0
6. SE7	*	.0	.3	.0	.0	.0	.0	.4	.0	.0	.1	.1	.0
7. SW7	*	.0	.4	.0	.0	.0	.2	.7	.0	.0	.0	.2	.0
8. NW7	*	.0	.0	.4	.0	.0	.3	.0	.0	.1	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: LINCOLN BOULEVARD AND WASHINGTON BOULEVARD AM NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	0. (FT)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	5. DEGREES	TEMP=	.5 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	*	38	-1500	38	-500	* AG	2941	4.5	.0	65.0
B. NA	*	38	-500	38	0	* AG	2410	7.1	.0	75.0
C. ND	*	38	0	38	500	* AG	2440	5.2	.0	45.0
D. NE	*	38	500	38	1500	* AG	2440	4.5	.0	65.0
E. SF	*	-38	1500	-38	500	* AG	1877	4.5	.0	65.0
F. SA	*	-38	500	-38	0	* AG	1735	6.7	.0	75.0
G. SD	*	-38	0	-38	-500	* AG	2376	5.2	.0	45.0
H. SE	*	-38	-500	-38	-1500	* AG	2376	4.5	.0	65.0
I. WF	*	1500	30	500	30	* AG	867	4.5	.0	50.0
J. WA	*	500	30	0	30	* AG	690	9.2	.0	60.0
K. WD	*	0	30	-500	30	* AG	1193	9.6	.0	33.0
L. WE	*	-500	30	-1500	30	* AG	1193	4.5	.0	50.0
M. EF	*	-1500	-30	-500	-30	* AG	1429	4.5	.0	50.0
N. EA	*	-500	-30	0	-30	* AG	1313	9.6	.0	60.0
O. ED	*	0	-30	500	-30	* AG	1105	9.6	.0	33.0
P. EE	*	500	-30	1500	-30	* AG	1105	4.5	.0	50.0
Q. NL	*	0	0	23	-500	* AG	531	6.7	.0	33.0
R. SL	*	0	0	-23	500	* AG	142	6.7	.0	33.0
S. WL	*	0	0	500	23	* AG	177	9.2	.0	33.0
T. EL	*	0	0	-500	-23	* AG	116	9.2	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z
1. NE3	*	70	55	6.0
2. SE3	*	70	-55	6.0
3. SW3	*	-70	-55	6.0
4. NW3	*	-70	55	6.0
5. NE7	*	83	68	6.0
6. SE7	*	83	-68	6.0
7. SW7	*	-83	-68	6.0
8. NW7	*	-83	68	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	BRG (DEG)	* PRED CONC (PPM)	*	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	*	263.	* 3.4	*	.0	.0	.7	.0	.0	.3	.0	.0
2. SE3	*	353.	* 3.3	*	.0	.5	1.2	.1	.4	.0	.0	.0
3. SW3	*	84.	* 3.7	*	.0	.5	.0	.0	.0	.0	.6	.0
4. NW3	*	171.	* 3.5	*	.4	.3	.0	.0	.0	.4	1.2	.0
5. NE7	*	187.	* 2.9	*	.2	1.4	.0	.0	.0	.0	.0	.4
6. SE7	*	277.	* 2.9	*	.0	.8	.0	.0	.0	.0	.3	.0
7. SW7	*	78.	* 2.8	*	.0	.4	.0	.0	.0	.0	.5	.0
8. NW7	*	165.	* 2.9	*	.0	.6	.0	.0	.0	.3	.8	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	*	.0	.4	1.3	.0	.3	.3	.0	.0	.0	.0	.0	.0
2. SE3	*	.0	.2	.0	.0	.0	.0	.6	.0	.0	.0	.0	.0
3. SW3	*	.2	.1	.0	.0	.0	.7	1.3	.0	.1	.0	.0	.0
4. NW3	*	.0	.0	.7	.0	.0	.4	.0	.0	.1	.0	.0	.0
5. NE7	*	.0	.3	.0	.0	.0	.0	.3	.0	.1	.0	.0	.0
6. SE7	*	.0	.0	.1	.2	.0	1.2	.0	.0	.1	.0	.0	.0
7. SW7	*	.0	.3	.0	.0	.0	.4	.9	.0	.1	.0	.1	.0
8. NW7	*	.0	.0	.5	.0	.0	.4	.0	.0	.2	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: LINCOLN BOULEVARD AND WASHINGTON BOULEVARD AM WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	0. (FT)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	5. DEGREES	TEMP=	.5 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	38	-1500	38	-500	AG	2968	4.5	.0	65.0
B. NA	38	-500	38	0	AG	2435	7.1	.0	75.0
C. ND	38	0	38	500	AG	2465	5.2	.0	45.0
D. NE	38	500	38	1500	AG	2465	4.5	.0	65.0
E. SF	-38	1500	-38	500	AG	1881	4.5	.0	65.0
F. SA	-38	500	-38	0	AG	1739	6.7	.0	75.0
G. SD	-38	0	-38	-500	AG	2381	5.2	.0	45.0
H. SE	-38	-500	-38	-1500	AG	2381	4.5	.0	65.0
I. WF	1500	30	500	30	AG	867	4.5	.0	50.0
J. WA	500	30	0	30	AG	690	9.2	.0	60.0
K. WD	0	30	-500	30	AG	1195	9.6	.0	33.0
L. WE	-500	30	-1500	30	AG	1195	4.5	.0	50.0
M. EF	-1500	-30	-500	-30	AG	1430	4.5	.0	50.0
N. EA	-500	-30	0	-30	AG	1314	9.6	.0	60.0
O. ED	0	-30	500	-30	AG	1105	9.6	.0	33.0
P. EE	500	-30	1500	-30	AG	1105	4.5	.0	50.0
Q. NL	0	0	23	-500	AG	533	6.7	.0	33.0
R. SL	0	0	-23	500	AG	142	6.7	.0	33.0
S. WL	0	0	500	23	AG	177	9.2	.0	33.0
T. EL	0	0	-500	-23	AG	116	9.2	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	70	55	6.0
2. SE3	70	-55	6.0
3. SW3	-70	-55	6.0
4. NW3	-70	55	6.0
5. NE7	83	68	6.0
6. SE7	83	-68	6.0
7. SW7	-83	-68	6.0
8. NW7	-83	68	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	263.	3.4	.0	.0	.7	.0	.0	.3	.0	.0
2. SE3	353.	3.3	.0	.6	1.3	.1	.4	.0	.0	.0
3. SW3	84.	3.7	.0	.5	.0	.0	.0	.0	.6	.0
4. NW3	171.	3.5	.4	.3	.0	.0	.0	.4	1.2	.0
5. NE7	187.	2.9	.2	1.4	.0	.0	.0	.0	.0	.4
6. SE7	277.	2.9	.0	.8	.0	.0	.0	.0	.3	.0
7. SW7	78.	2.8	.0	.4	.0	.0	.0	.0	.5	.0
8. NW7	165.	2.9	.0	.6	.0	.0	.0	.3	.8	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.4	1.3	.0	.3	.3	.0	.0	.0	.0	.0	.0
2. SE3	.0	.2	.0	.0	.0	.0	.6	.0	.0	.0	.0	.0
3. SW3	.2	.1	.0	.0	.0	.7	1.3	.0	.1	.0	.0	.0
4. NW3	.0	.0	.7	.0	.0	.4	.0	.0	.1	.0	.0	.0
5. NE7	.0	.3	.0	.0	.0	.0	.3	.0	.1	.0	.0	.0
6. SE7	.0	.0	.1	.2	.0	1.2	.0	.0	.1	.0	.0	.0
7. SW7	.0	.3	.0	.0	.0	.4	.9	.0	.1	.0	.1	.0
8. NW7	.0	.0	.5	.0	.0	.4	.0	.0	.2	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: LINCOLN BOULEVARD AND WASHINGTON BOULEVARD PM NP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	0. (FT)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	5. DEGREES	TEMP=	.5 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	*	38	-1500	38	-500	* AG	3160	4.5	.0	65.0
B. NA	*	38	-500	38	0	* AG	2625	7.3	.0	75.0
C. ND	*	38	0	38	500	* AG	2706	5.8	.0	45.0
D. NE	*	38	500	38	1500	* AG	2706	4.5	.0	65.0
E. SF	*	-38	1500	-38	500	* AG	2597	4.5	.0	65.0
F. SA	*	-38	500	-38	0	* AG	2387	7.3	.0	75.0
G. SD	*	-38	0	-38	-500	* AG	3200	6.5	.0	45.0
H. SE	*	-38	-500	-38	-1500	* AG	3200	4.5	.0	65.0
I. WF	*	1500	30	500	30	* AG	1768	4.5	.0	50.0
J. WA	*	500	30	0	30	* AG	1336	9.2	.0	60.0
K. WD	*	0	30	-500	30	* AG	1736	11.3	.0	33.0
L. WE	*	-500	30	-1500	30	* AG	1736	4.5	.0	50.0
M. EF	*	-1500	-30	-500	-30	* AG	1488	4.5	.0	50.0
N. EA	*	-500	-30	0	-30	* AG	1307	9.2	.0	60.0
O. ED	*	0	-30	500	-30	* AG	1371	9.6	.0	33.0
P. EE	*	500	-30	1500	-30	* AG	1371	4.5	.0	50.0
Q. NL	*	0	0	23	-500	* AG	535	7.1	.0	33.0
R. SL	*	0	0	-23	500	* AG	210	6.9	.0	33.0
S. WL	*	0	0	500	23	* AG	432	8.8	.0	33.0
T. EL	*	0	0	-500	-23	* AG	181	8.8	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (FT) X	Y	Z
1. NE3	*	70	55	6.0
2. SE3	*	70	-55	6.0
3. SW3	*	-70	-55	6.0
4. NW3	*	-70	55	6.0
5. NE7	*	83	68	6.0
6. SE7	*	83	-68	6.0
7. SW7	*	-83	-68	6.0
8. NW7	*	-83	68	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	PRED BRG (DEG)	*	CONC (PPM)	*	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	*	264.	*	4.8	*	.0	.0	.8	.0	.0	.5	.0	.0
2. SE3	*	353.	*	4.2	*	.0	.6	1.5	.1	.5	.1	.0	.0
3. SW3	*	83.	*	4.7	*	.0	.5	.0	.0	.0	.0	1.1	.0
4. NW3	*	171.	*	4.9	*	.5	.3	.0	.0	.0	.6	1.9	.0
5. NE7	*	258.	*	3.7	*	.0	.0	.7	.0	.0	.5	.0	.0
6. SE7	*	279.	*	3.3	*	.0	.9	.0	.0	.0	.0	.5	.0
7. SW7	*	78.	*	3.8	*	.0	.5	.0	.0	.0	.0	.9	.0
8. NW7	*	165.	*	3.9	*	.0	.6	.0	.0	.0	.4	1.3	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	*	.0	.7	2.1	.1	.3	.2	.0	.0	.0	.0	.0	.0
2. SE3	*	.0	.4	.0	.0	.0	.0	.7	.0	.0	.0	.1	.0
3. SW3	*	.3	.3	.0	.0	.0	.7	1.5	.0	.1	.0	.2	.0
4. NW3	*	.0	.0	1.1	.0	.0	.4	.0	.0	.1	.0	.0	.0
5. NE7	*	.0	.4	1.5	.0	.0	.5	.0	.0	.0	.0	.0	.1
6. SE7	*	.0	.0	.4	.2	.0	1.1	.0	.0	.1	.0	.0	.1
7. SW7	*	.0	.5	.0	.0	.0	.4	1.1	.0	.1	.0	.3	.0
8. NW7	*	.0	.0	.9	.0	.0	.4	.0	.0	.2	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: LINCOLN BOULEVARD AND WASHINGTON BOULEVARD PM WP
RUN: (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	0. (FT)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	5. DEGREES	TEMP=	.5 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)
A. NF	38	-1500	38	-500	AG	3167	4.5	.0	65.0
B. NA	38	-500	38	0	AG	2631	7.3	.0	75.0
C. ND	38	0	38	500	AG	2712	5.8	.0	45.0
D. NE	38	500	38	1500	AG	2712	4.5	.0	65.0
E. SF	-38	1500	-38	500	AG	2621	4.5	.0	65.0
F. SA	-38	500	-38	0	AG	2411	7.3	.0	75.0
G. SD	-38	0	-38	-500	AG	3231	6.5	.0	45.0
H. SE	-38	-500	-38	-1500	AG	3231	4.5	.0	65.0
I. WF	1500	30	500	30	AG	1773	4.5	.0	50.0
J. WA	500	30	0	30	AG	1336	9.2	.0	60.0
K. WD	0	30	-500	30	AG	1737	11.3	.0	33.0
L. WE	-500	30	-1500	30	AG	1737	4.5	.0	50.0
M. EF	-1500	-30	-500	-30	AG	1490	4.5	.0	50.0
N. EA	-500	-30	0	-30	AG	1309	9.2	.0	60.0
O. ED	0	-30	500	-30	AG	1371	9.6	.0	33.0
P. EE	500	-30	1500	-30	AG	1371	4.5	.0	50.0
Q. NL	0	0	23	-500	AG	536	7.1	.0	33.0
R. SL	0	0	-23	500	AG	210	6.9	.0	33.0
S. WL	0	0	500	23	AG	437	8.8	.0	33.0
T. EL	0	0	-500	-23	AG	181	8.8	.0	33.0

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NE3	70	55	6.0
2. SE3	70	-55	6.0
3. SW3	-70	-55	6.0
4. NW3	-70	55	6.0
5. NE7	83	68	6.0
6. SE7	83	-68	6.0
7. SW7	-83	-68	6.0
8. NW7	-83	68	6.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. NE3	264.	4.8	.0	.0	.8	.0	.0	.5	.0	.0
2. SE3	353.	4.2	.0	.6	1.5	.1	.5	.1	.0	.0
3. SW3	83.	4.7	.0	.5	.0	.0	.0	.0	1.1	.0
4. NW3	171.	4.9	.5	.3	.0	.0	.0	.6	1.9	.0
5. NE7	258.	3.7	.0	.0	.7	.0	.0	.5	.0	.0
6. SE7	279.	3.4	.0	.9	.0	.0	.0	.0	.5	.0
7. SW7	78.	3.8	.0	.5	.0	.0	.0	.0	.9	.0
8. NW7	165.	4.0	.0	.6	.0	.0	.0	.4	1.3	.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	.0	.7	2.1	.1	.3	.2	.0	.0	.0	.0	.0	.0
2. SE3	.0	.4	.0	.0	.0	.0	.7	.0	.0	.0	.1	.0
3. SW3	.3	.3	.0	.0	.0	.7	1.5	.0	.1	.0	.2	.0
4. NW3	.0	.0	1.1	.0	.0	.4	.0	.0	.1	.0	.0	.0
5. NE7	.0	.4	1.5	.0	.0	.5	.0	.0	.0	.0	.0	.1
6. SE7	.0	.0	.4	.2	.0	1.1	.0	.0	.1	.0	.0	.1
7. SW7	.0	.5	.0	.0	.0	.4	1.1	.0	.1	.0	.3	.0
8. NW7	.0	.0	.9	.0	.0	.4	.0	.0	.2	.0	.0	.0

Appendix E
Noise Calculation Worksheets

Villa Marina

Draft Environmental Impact Report
Appendix E

Noise Assessment Files

Provided by PCR Services Corporation

September 2004

- Operations Period Noise Impact Analysis
- Calculated Roadway Noise Levels
- Noise Measurement Data

L_{eq}(1-hour) Impact Assessment												
Project-related Noise Source	**Reference Noise Level @ 50 Feet**	**Distance to Receiver Location (ft)**	**Barrier Insertion Loss**	**Adjusted Noise Level (day)**	**Adjusted Noise Level (night)**	**Presumed Ambient Noise Level (day)**	**Presumed Ambient Noise Level (night)**	**Future Ambient Noise Level (day)**	**Future Ambient Noise Level (night)**	**Noise Level Increase (day)**	**Noise Level Increase (night)**
Refuse Collection Area	60 dBA	200	0 dBA	48.0 dBA	0.0 dBA	60.0 dBA	55.0 dBA	60.3 dBA	55.0 dBA	0.3 dBA	0.0 dBA
Courtyard/Pool Area	65 dBA	200	15 dBA	38.0 dBA	0.0 dBA	60.0 dBA	55.0 dBA	60.0 dBA	55.0 dBA	0.0 dBA	0.0 dBA
Mechanical Equipment	55 dBA	200	15 dBA	28.0 dBA	28.0 dBA	60.0 dBA	55.0 dBA	60.0 dBA	55.0 dBA	0.0 dBA	0.0 dBA
Parking/Vehicle Circulation Area	60 dBA	200	0 dBA	48.0 dBA	48.0 dBA	60.0 dBA	55.0 dBA	60.3 dBA	55.8 dBA	0.3 dBA	0.8 dBA
Composite Noise Level				**51.2 dBA**	**48.0 dBA**	**60.0 dBA**	**55.0 dBA**	**60.5 dBA**	**55.8 dBA**	**0.5 dBA**	**0.8 dBA**
CNEL Impact Assessment											
Project-related Noise Source	**Reference Noise Level @ 50 Feet**	**Distance to Receiver Location (ft)**	**Barrier Insertion Loss**	**Adjusted Noise Level (Substained)**							
Refuse Collection Area	62 dBA	200	0 dBA	50.4 dBA							
Courtyard/Pool Area	64 dBA	200	15 dBA	36.7 dBA							
Mechanical Equipment	59 dBA	200	15 dBA	32.1 dBA							
Parking/Vehicle Circulation Area	59 dBA	200	0 dBA	47.0 dBA							
Project Composite CNEL				**52.2 dBA**							
Baseline CNEL				56.7 dBA							
Total CNEL				**58.0 dBA**							
Net Noise Level Increase				**1.3 dBA**							
Roadway Noise Level Increase				0.3 dBA							
Total Noise Level Increase				**1.6 dBA**							

Villa Marina TENS Analysis
(Calculated Noise Levels)

Existing								
	Traffic Volumes		Leq			CNEL		
Roadway/Segment	AM	PM	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
Redwood Avenue, North of Washington Boulevard	233	318	63.8	59.0	56.8	63.0	58.3	56.1
Redwood Avenue, South of Washington Boulevard	482	494	65.7	61.0	58.7	64.9	60.2	58.0
Maxella Avenue, East of Glencoe Avenue	338	598	66.5	61.8	59.6	65.8	61.0	58.8
Glencoe Avenue, between Maxella Avenue and Mindanao Way	948	1625	69.7	65.7	63.7	68.9	65.0	62.9
Lincoln Boulevard, between Washington Boulevard and Maxella Avenue	4011	4643	73.5	70.0	68.0	72.8	69.2	67.3
Maxella Avenue, between Lincoln Boulevard and Glencoe Avenue	671	1131	69.3	64.6	62.3	68.5	63.8	61.6
Lincoln Boulevard, between 90 Freeway and Mindanao Way	3210	3976	72.8	69.3	67.3	72.1	68.5	66.6
Mindanao Way, between Lincoln Boulevard and 90 Freeway EB	1177	1432	69.2	65.2	63.1	68.4	64.4	62.4
Glencoe Avenue, between Washington Boulevard and Maxella Avenue	809	1414	69.1	65.1	63.1	68.3	64.3	62.3
Future No Project								
	Traffic Volumes		Leq			CNEL		
Roadway/Segment	AM	PM	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
Redwood Avenue, North of Washington Boulevard	253	343	64.1	59.4	57.2	63.3	58.6	56.4
Redwood Avenue, South of Washington Boulevard	544	560	66.2	61.5	59.3	65.5	60.7	58.5
Maxella Avenue, East of Glencoe Avenue	369	652	66.9	62.2	60.0	66.1	61.4	59.2
Glencoe Avenue, between Maxella Avenue and Mindanao Way	1041	1776	70.1	66.1	64.0	69.3	65.3	63.3
Lincoln Boulevard, between Washington Boulevard and Maxella Avenue	5519	6368	74.9	71.3	69.4	74.1	70.6	68.6
Maxella Avenue, between Lincoln Boulevard and Glencoe Avenue	724	1222	69.6	64.9	62.7	68.9	64.1	61.9
Lincoln Boulevard, between 90 Freeway and Mindanao Way	4909	5830	74.5	70.9	69.0	73.7	70.2	68.3
Mindanao Way, between Lincoln Boulevard and 90 Freeway EB	1517	1742	70.0	66.0	64.0	69.2	65.3	63.2
Glencoe Avenue, between Washington Boulevard and Maxella Avenue	948	1618	69.7	65.7	63.6	68.9	64.9	62.9
Future With Project								
	Traffic Volumes		Leq			CNEL		
Roadway/Segment	AM	PM	ROW	50 Feet	100 Feet	ROW	50 Feet	100 Feet
Redwood Avenue, North of Washington Boulevard	253	343	64.1	59.4	57.2	63.3	58.6	56.4
Redwood Avenue, South of Washington Boulevard	544	560	66.2	61.5	59.3	65.5	60.7	58.5
Maxella Avenue, East of Glencoe Avenue	375	658	66.9	62.2	60.0	66.2	61.4	59.2
Glencoe Avenue, between Maxella Avenue and Mindanao Way	1055	1786	70.1	66.1	64.1	69.4	65.4	63.3
Lincoln Boulevard, between Washington Boulevard and Maxella Avenue	5551	6405	74.9	71.3	69.4	74.2	70.6	68.7
Maxella Avenue, between Lincoln Boulevard and Glencoe Avenue	785	1286	69.8	65.1	62.9	69.1	64.4	62.1
Lincoln Boulevard, between 90 Freeway and Mindanao Way	4939	5862	74.5	71.0	69.0	73.8	70.2	68.3
Mindanao Way, between Lincoln Boulevard and 90 Freeway EB	1517	1742	70.0	66.0	64.0	69.2	65.3	63.2
Glencoe Avenue, between Washington Boulevard and Maxella Avenue	973	1640	69.7	65.7	63.7	69.0	65.0	62.9

CNEL

Summary	50 ft. from ROW		At ROW	
Roadway/Segment	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment
Redwood Avenue, North of Washington Boulevard	0.0	0.3	0.0	0.3
Redwood Avenue, South of Washington Boulevard	0.0	0.5	0.0	0.5
Maxella Avenue, East of Glencoe Avenue	0.0	0.4	0.0	0.4
Glencoe Avenue, between Maxella Avenue and Mindanao Way	0.0	0.4	0.0	0.4
Lincoln Boulevard, between Washington Boulevard and Maxella Avenue	0.0	1.4	0.0	1.4
Maxella Avenue, between Lincoln Boulevard and Glencoe Avenue	0.2	0.6	0.2	0.6
Lincoln Boulevard, between 90 Freeway and Mindanao Way	0.0	1.7	0.0	1.7
Mindanao Way, between Lincoln Boulevard and 90 Freeway EB	0.0	0.8	0.0	0.8
Glencoe Avenue, between Washington Boulevard and Maxella Avenue	0.1	0.6	0.1	0.6

Traffic Noise Measurement Data

Interval data
Translated: 24-Sep-2004 15:29:49
Translated File: V:\AQNOISE DIVISION\Active Projects\Villa Marina\Noise\Noise Data\Villa Marina 18Aug2004 Traffic Noise.SLMDL
SLM: 820A1065
Firmware Rev.: 1.500 18Sep1998
Software: SlmUtility v2.01
PCR Services
233 Wilshire Blvd
Santa Monica, CA
PCR Internal Test

Rec #	Date	Time	Duration	Leq	Lmax	Lmin	SEL	Peak	UwPeak	L(1.00)	L(10.00)	L(25.00)	L(50.00)	L(90.00)	L(99.00)
1	18-Aug-04	0.64	0.01	73.80	93.30	59.06	102.65	108.89	115.32	81.33	76.18	73.75	71.11	65.87	60.03
2	18-Aug-04	0.65	0.01	72.92	88.53	58.81	102.47	103.50	113.49	80.15	75.70	74.15	71.62	64.22	59.47
3	18-Aug-04	0.66	0.01	72.37	83.78	59.00	101.93	102.23	106.27	79.00	75.41	73.69	71.19	64.80	60.40
4	18-Aug-04	0.67	0.00	76.90	86.75	63.38	92.58	99.98	107.82	86.65	82.06	76.00	68.86	65.01	63.38

Parking Lot Noise Measurement Data

Interval data
Translated: 26-Sep-2004 15:30:37
Translated File: V:\AQNOISE DIVISION\Active Projects\Villa Marina\Noise\Noise Data\Villa Marina 26Aug2004 Parking Lot.SLMDL
SLM: 820A1065
Firmware Rev.: 1.500 18Sep1998
Software: SlmUtility v2.01
PCR Services
233 Wilshire Blvd
Santa Monica, CA
PCR Internal Test

Rec #	Date	Time	Duration	Leq	Lmax	Lmin	SEL	Peak	UwPeak	L(1.00)	L(10.00)	L(25.00)	L(50.00)	L(90.00)	L(99.00)
1	26-Aug-04	0.63	0.01	60.03	75.67	54.17	86.86	92.09	100.72	73.06	60.28	58.18	56.86	55.36	54.32
2	26-Aug-04	0.64	0.01	56.29	67.65	52.79	85.84	91.95	97.18	63.12	58.48	56.60	54.93	53.52	53.02
3	26-Aug-04	0.65	0.01	57.57	73.75	52.50	87.12	92.93	106.98	67.34	59.45	57.04	55.47	53.60	52.97
4	26-Aug-04	0.66	0.01	57.91	77.25	53.06	87.11	91.56	96.43	67.09	58.75	56.76	55.43	53.82	53.08