

**DRAFT
MITIGATED NEGATIVE DECLARATION
AND
INITIAL STUDY**

**OXFORD RETENTION BASIN MULTIUSE
ENHANCEMENT PROJECT**

Prepared for:

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

DEPARTMENT OF PUBLIC WORKS

900 S. Fremont Avenue
Alhambra, CA 91803

Prepared by:

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SECTION 1.0 – ENVIRONMENTAL CHECKLIST FORM

1. Project Title:

Oxford Retention Basin Multiuse Enhancement Project

2. Lead Agency Name and Address:

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

3. Contact Person and Telephone Number:

Reyna Soriano
(626) 458-5192

4. Project Location:

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

5. Project Sponsor's Name and Address:

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

6. General Plan Designation:

Open Space – Marina del Rey Land Use Plan

7. Zoning:

Specific Plan – Oxford Flood Control Basin

8. Description of Project:

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

Figure 1: Project Location Map



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

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

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

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

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

Drain Project 5243 from flooding Oxford Avenue due to excess high water level in Oxford Basin. Local drainage will be further improved by the removal and replacement of existing valves in four catch basins on Oxford Avenue and Olive Street with more efficient flap gates that operate at a lower pressure head. The new flap gates are similar in design to the existing system, but operate at different pressure heads. Two trash excluders will be mounted to the outlet of Project 5243 to prevent the discharge of trash to the storm drain system.

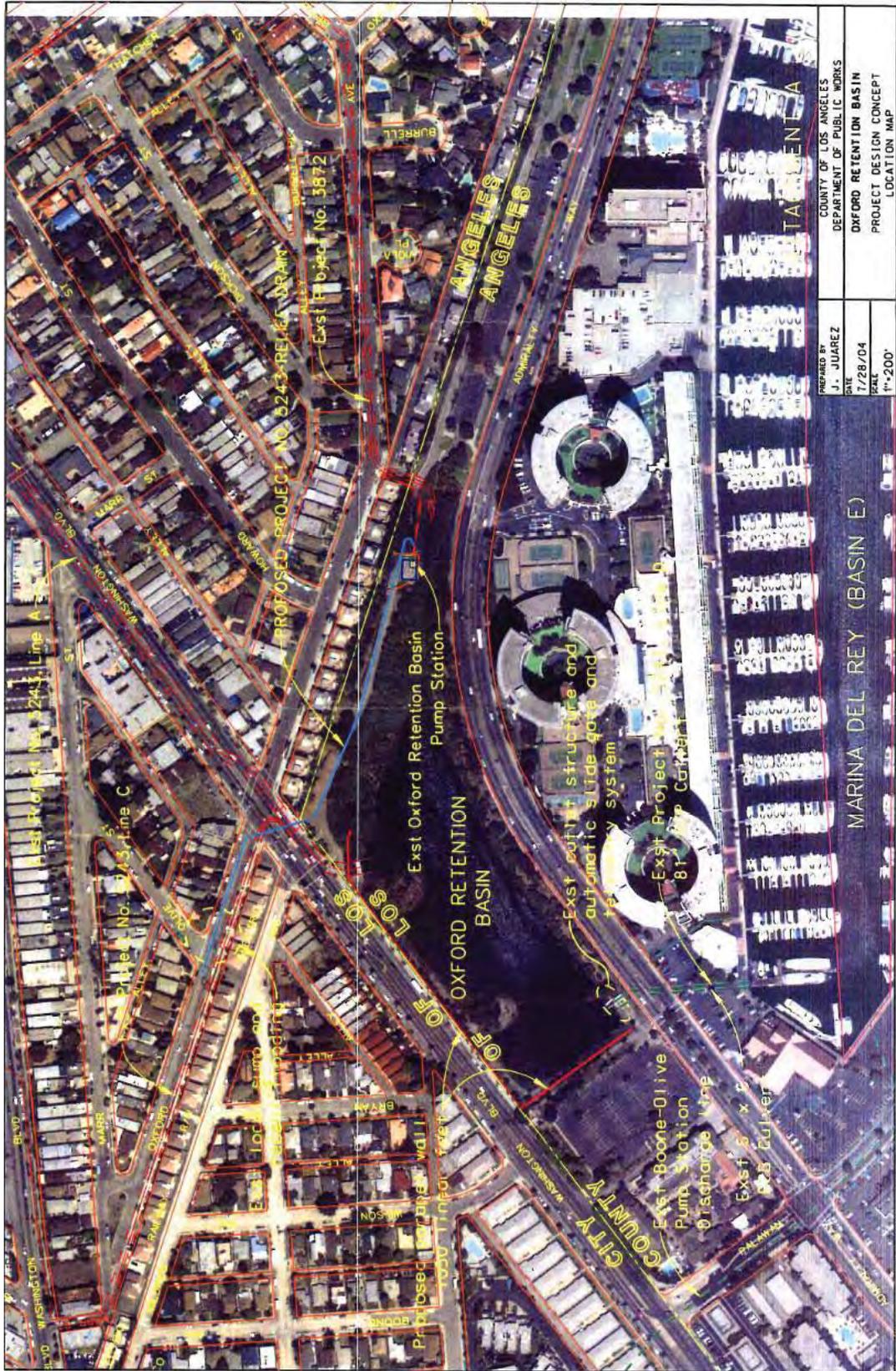
A single-grated catch basin may be constructed on the northerly side of Admiralty Way near the driveway to the Marina Apartments. The catch basin will collect localized storm flows along the roadside and driveway. The flows will be conveyed through a 12 inch pipe that will cross the roadway and outlet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

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

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

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

Figure 2: Oxford Basin Facilities



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

To improve recreational opportunities, six observation areas overlooking Oxford Basin are proposed; two along Washington Boulevard and four along Admiralty Way. The observation areas along Admiralty would likely consist of composite wood decking platforms and the observation areas along Washington would likely consists of slightly raised paved platforms. The proposed observation areas would likely include hand rails, metal frame seating (e.g., park benches, seat walls), lighting, and trash receptacles. The proposed 6- to 8-foot-wide pervious, stabilized, decomposed granite walk/jog path with wildlife-friendly lighting would be constructed around the perimeter of the basin. The paths along Admiralty Way and the northeast side of the site will have approximately 43-inch-high bollard lighting. The bollards will be spaced approximately 25 feet apart on the basin side of the paths, and light will be directed down onto the path, away from the basin. The Admiralty Way area is currently lit by street lights. The existing sidewalk along Admiralty Way would be replaced with approximately 6-foot-wide landscaped parkway adjacent to the street curb and a 6-foot-wide decomposed granite walking trail. Interpretative signage would be installed at the observation decks and along the walk/jog path to educate visitors about storm water pollution prevention measures, native plants, and local wildlife. Proposed perimeter fencing with approximately 3,550 linear feet of 4-foot-high ornamental steel fencing would be installed around the perimeter of the basin to provide space for safety purposes between the public area and the basin's water edge. The fencing will not close off pedestrian use of the walking paths. Final design features may vary slightly. Should the design process result in substantially different features, Public Works will review the document to determine if any further review under CEQA is necessary. Figure 3 shows the site plan. Figure 4 shows the tree removal plan.

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

Table 1 shows the anticipated project schedule and anticipated equipment. Project construction is anticipated to occur from April 2014 to December 2014. The total construction duration is estimated to be 180 working days. Construction would occur 8 hours per day, 5 days per week during weekdays. Construction within the basin would begin first so that this work could be completed before the rainy season. The staging areas would

be used during the non-storm season (i.e., April to October) and will likely be located inside the basin right-of-way, near the boat ramp in the northeastern portion of the basin and the two peninsulas along Washington Blvd. However, the contractor is required to secure their own staging area. An average of five workers per day, in addition to as many as eight equipment operators, are anticipated. Parking for workers may be at the adjacent Los Angeles County Department of Beaches and Harbors parking lot (Parking Lot 7 on the northeast side of basin).

Table 1: Proposed Project Schedule and Equipment

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

NOTE: * The month of activity is an example of a potential schedule and may change. This table does not provide the actual construction schedule.

** The months have been estimated as the maximum timeframe for calculating traffic and air quality impacts only. Actual duration may vary.

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

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

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

9. Surrounding Land Uses and Setting:

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

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

Table 2: Public Agencies and Permit/Approval

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

Oxford Retention Basin Flood Protection Multiuse Enhancement Project
Marina del Rey, Los Angeles County

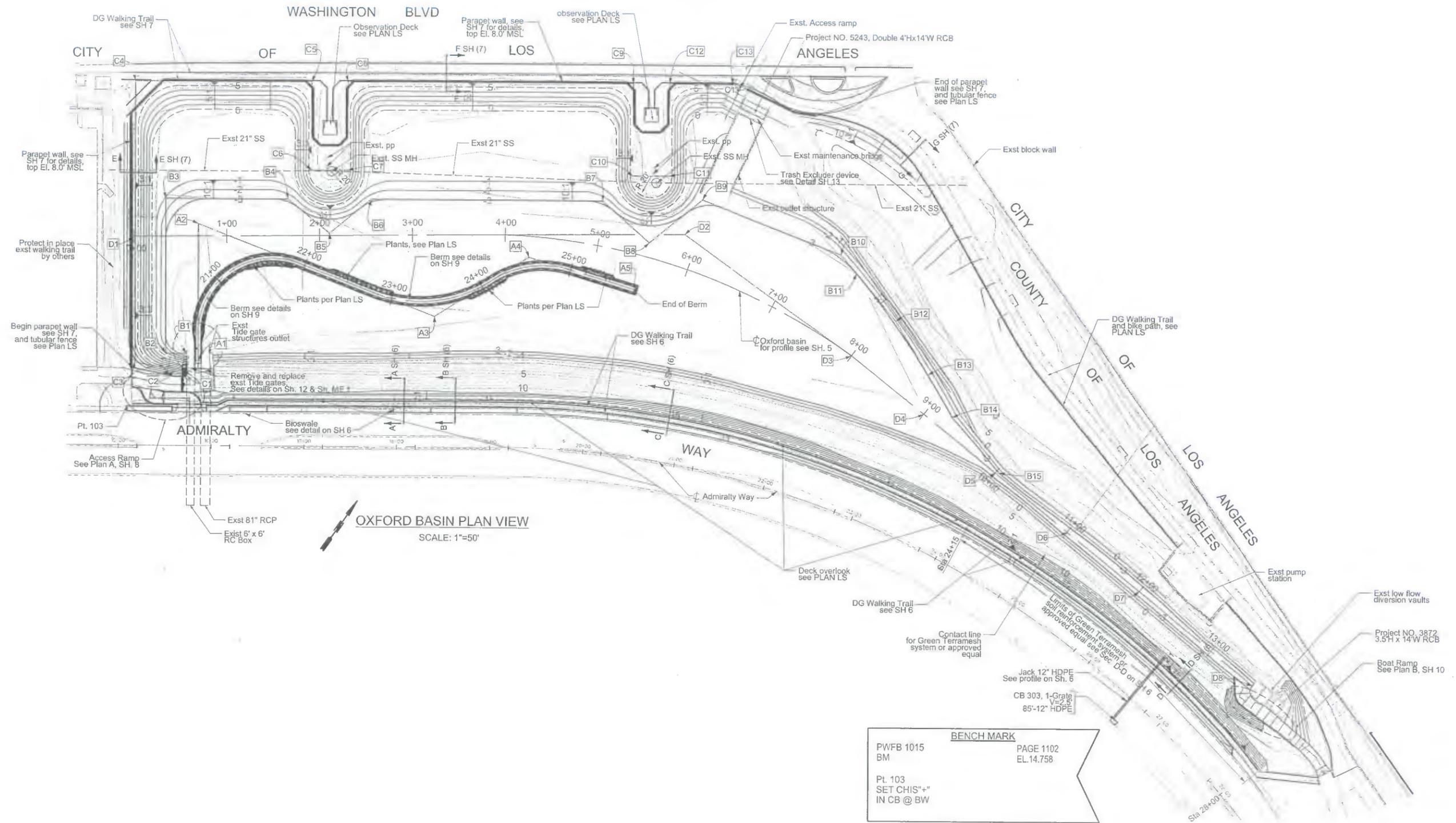


Figure 3: Site Plan

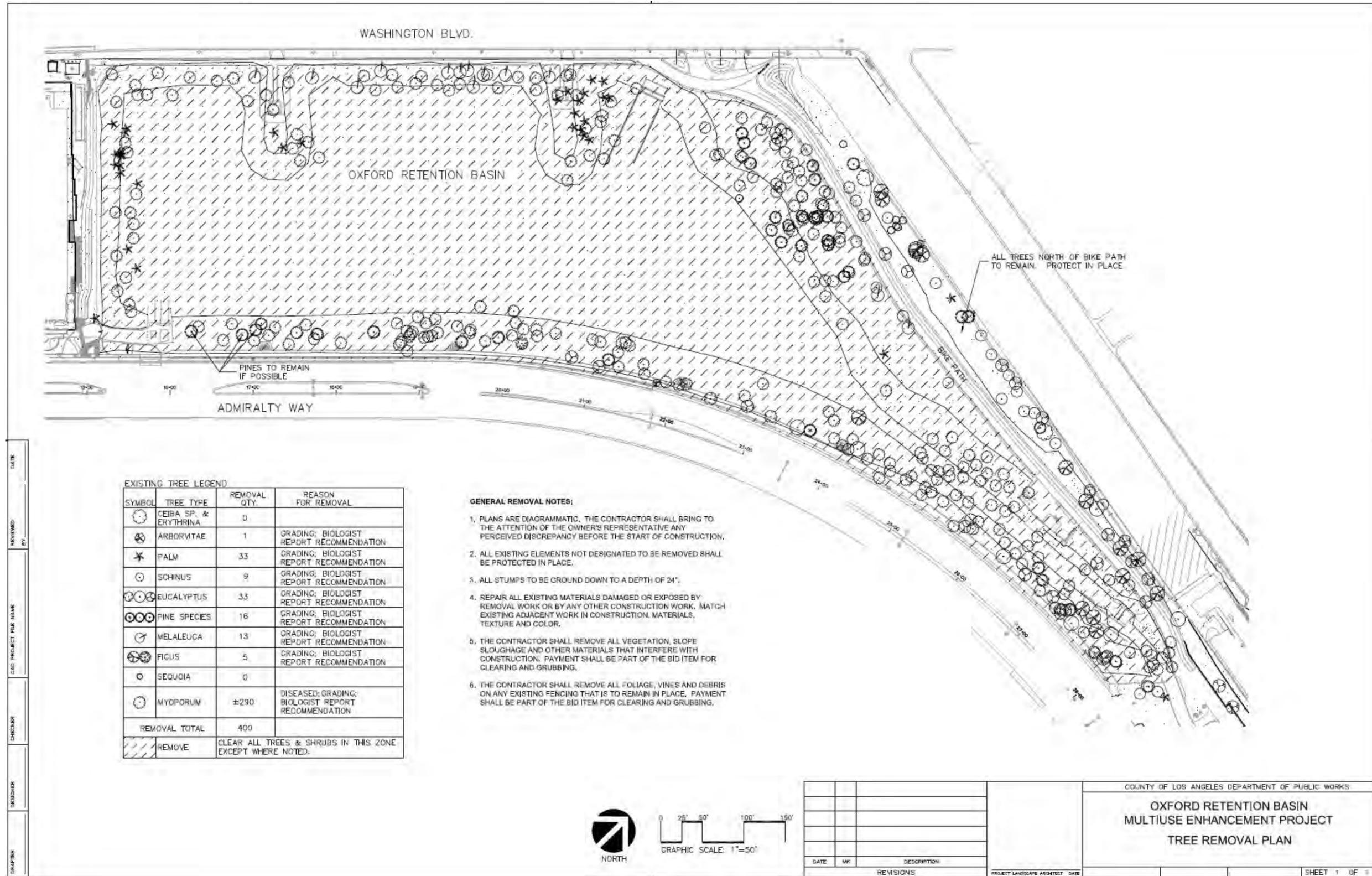


Figure 4: Tree Removal Plan

SECTION 2.0 – ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

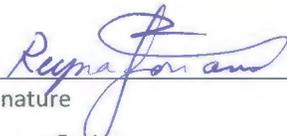
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or a "Less than Significant Impact with Mitigation" as indicated by the checklist on the following pages.

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

Determination

On the basis of this evaluation:

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



Signature
Reyna Soriano

Printed Name

April 30, 2013

Date
County of Los Angeles Department of Public Works

Agency

1. AESTHETICS

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

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

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

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

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

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

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

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

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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Scenic resources are the landscape patterns and features that contribute to the aesthetic distinction of designated scenic highways and corridors (or routes), and hillsides and ridgelines. The project is not within a designated state scenic highway. However, a part of the Coastal Alignment from Ventura County Line to Orange County Line, proposed as a scenic highway, is identified in Section 9 (Coastal Visual Resources) of the Marina del Rey Land Use Plan (County of Los Angeles 2012) and the Scenic Highway Element of the Los Angeles County General Plan (last updated October 11, 1974). This alignment follows Via Marina at Pacific Avenue north to Admiralty Way, Admiralty to Fiji Way, Fiji east to Lincoln Boulevard, and Fiji west to its terminus. The nearest adopted Los Angeles County Scenic Highway is Malibu Canyon Road, over 20 miles away. The nearest officially Designated State Scenic Highway is Angeles Crest Highway, over 20 miles away. No rock outcroppings, historic buildings, or scenic resources occur within the project site. The restoration of Oxford Basin would improve views of the basin by reducing trash and algal growth, replacing non-native vegetation with more native plants and constructing overlooks and a trail. Lighting would be directed downward so that glare would not be increased. New fencing would be designed to be aesthetically pleasing. The resulting views and scenery within the project area would be similar to or better than existing conditions. Since the project is not located within a state scenic highway, no impact to scenic resources within a state scenic highway would occur.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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The proposed project would not degrade the existing visual character or quality of the site or its surroundings. The project would retain Oxford Basin’s visual character as open water and vegetated area. The restoration of Oxford Basin would improve views of the basin by reducing trash and algal growth and replacing non-native vegetation with more native plants. Improvements in circulation are expected to reduce algal growth, which would improve the views of the water feature. Native vegetation would improve wildlife use, which would provide additional wildlife viewing to visitors. The approximately 400 non-native trees that will be removed will be replaced with over 650 trees and large shrubs that will grow to 8 feet in height or larger at maturity. The removal of non-native trees therefore would represent a temporary loss of large shrubs and trees until the new vegetation grows and would be a Less than Significant impact.

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

d) Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Lighting would be installed along the perimeter trail to make the trail safer for walking. The proposed paths along Admiralty Way and the northeast side of the site will have approximately 43-inch high bollard lighting. The bollards will be spaced approximately 25 feet apart on the basin side of the paths and will direct light down onto the path, away from the basin. The Admiralty Way area is currently lit by street lights. The lighting would be directed downward and would not create substantial light or glare or affect views in the area. Impacts due to light or glare to day or nighttime views in the project area would be Less than Significant.

2. AGRICULTURE AND FORESTRY RESOURCES

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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Oxford Basin is not located on farmland. The proposed project will have no impact on farmland.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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Oxford Basin is not zoned for agricultural use, and the only Williamson Act parcels in the County are on Santa Catalina Island. The proposed project will not conflict with existing zoning for agricultural use or a Williamson Act contract.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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Oxford Basin is located in an urban area. The proposed project will not conflict with existing zoning or cause rezoning of forest land, timberland, or timberland zoned Timberland Production.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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Oxford Basin is located in an urban area. The proposed project will not result in the loss of forest land or the conversion of forest land to non-forest use.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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Oxford Basin is located in an urban area. The proposed project would not involve any conversions of farmland to non-agricultural use or conversion of forest land to non-forest use.

3. AIR QUALITY

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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The project site lies within the South Coast Air Basin (Basin), which is managed by the South Coast Air Quality Management District (SCAQMD). National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone, sulfur dioxide (SO₂), nitrogen dioxide (NO₂), inhalable particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead. The CAAQS also set standards for sulfates, hydrogen sulfide, and visibility.

Areas are classified under the Federal Clean Air Act as either “attainment” or “nonattainment” areas for each criteria pollutant based on whether the NAAQS have been achieved or not. Attainment relative to the State standards is determined by the California Air Resources Board (CARB). The project site is located in the Los Angeles County portion of the Basin. Los Angeles County is designated as a nonattainment area for ozone and PM₁₀; Federal nonattainment and state attainment for CO; and an attainment area for SO₂, NO₂, and lead (Table 3).

Table 3: Designations/Classifications for the Basin

Pollutant	State Designation	Federal Designation (Classification)
Ozone	Nonattainment	Nonattainment (Extreme) ¹
PM ₁₀	Nonattainment	Nonattainment (Serious)
PM _{2.5}	Nonattainment	Nonattainment
CO	Attainment	Maintenance ²
NO ₂	Attainment	Maintenance ³

¹ On May 5, 2010 EPA approved SCAQMD’s petition for an Extreme classification

² On April 24, 2007, EPA’s Regional Administrator signed a final rule to approve the South Coast Maintenance Plan and Redesignation Request for Carbon Monoxide.

³ On January 15, 2009, EPA’s Regional Administrator signed a final rule to approve in part and disapprove in part the South Coast 2003 1-hour ozone plan and the NO₂ maintenance plan. The parts of the plan, prepared by the SCAQMD and the CARB, which EPA approved, strengthen the SIP.

Source: CARB 2006.

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

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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As shown in Table 3, Los Angeles County is designated as a federal and state nonattainment area for ozone, PM_{2.5}, and PM₁₀, and a federal maintenance area for CO and NO₂. SCAQMD, the regional agency that regulates stationary sources, maintains an extensive air quality monitoring network to measure criteria pollutant concentrations throughout the Basin.

The project site is situated in Source Receptor Area (SRA 2), Northwest Los Angeles County Coastal Air Monitoring region. Projects located in the same SRA are subject to similar weather patterns and ambient emission levels. The nearest SCAQMD monitoring site to the project is located in Los Angeles on West Westchester Parkway, approximately 3 miles southeast of the project site. However, this site only monitors the pollutants of concern, ozone, CO, and PM₁₀. The nearest site that monitors PM_{2.5} is located in Compton, approximately 15 miles east southeast of the project site. Table 4 summarizes the composite of gaseous pollutants monitored from 2007 through 2009.

The monitoring data shows that there were no violations of CO, State 1-hour ozone, and federal or state ozone standards in the most recent three years at the Westchester Park Station. The Compton station exceeded the federal PM_{2.5} standard in 2009 and 2010, but did not exceed in 2011. The State PM₁₀ standard was exceeded in 2009 only, but the federal PM₁₀ standard was not exceeded.

Table 4: Ambient Air Quality Monitoring Summary

Air Pollutant	2009	2010	2011
Ozone (O₃) – Westchester Parkway			
Max 1 Hour (ppm)	0.077	0.089	0.078
Days > CAAQS (0.09 ppm)	0	0	0
Max 8 Hour (ppm)	0.070	0.070	0.067
Days > NAAQS (0.08 ppm ¹)	0	0	0
Days > CAAQS (0.070 ppm)	0	0	0
Carbon Monoxide (CO) – Westchester Parkway			
Max 8 Hour (ppm)	1.99	2.19	1.79
Days > NAAQS (9 ppm)	0	0	0
Days > CAAQS (9.0 ppm)	0	0	0
Particulate Matter (PM₁₀) – Westchester Parkway			
Max Daily California Measurement	52	47	41
Days > NAAQS (150 µg/m ³)	0	0	0
Days > CAAQS (50 µg/m ³)	3	0	0
Particulate Matter (PM_{2.5}) – Compton			
Max Daily National Measurement	69.2	38.2	35.3
Days > NAAQS (35 µg/m ³)	3	1	0

Abbreviations:

> = exceed

ppm = parts per million

µg/m³ = micrograms per cubic meter

CAAQS = California Ambient Air Quality Standard

NAAQS = National Ambient Air Quality Standard Mean = Annual Arithmetic Mean

Bold = exceedance

Source: CARB 2012

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

The SCAQMD Governing Board adopted a methodology for calculating localized air quality impacts through localized significance thresholds (LSTs) (SCAQMD 2005)¹, which is consistent with SCAQMD's Environmental Justice Enhancement Initiative I-4. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable state or national ambient air quality standard. The LSTs are developed based on the ambient concentrations of that pollutant for each source receptor area and are applicable to NO_x, CO, PM₁₀, and PM_{2.5}.

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

Table 5: Regional Thresholds of Significance

Pollutant	Emissions in lbs/day	
	Construction	Operations
ROG	75	55
NO _x	100	55
CO	550	550
PM ₁₀	150	150
PM _{2.5}	55	55
SO _x	150	150

Source: SCAQMD 2011²

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

Table 6: Locally Significant Threshold

Pollutant	Construction
	Emissions in lbs/day
NO _x	221
CO	1,531
PM ₁₀	13
PM _{2.5}	6

Source: SCAQMD 2009³

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

Combustion emissions of criteria pollutants were estimated for off-road construction equipment using Statewide average 2011 off-road emission factors as presented in the CalEEMod Users Guide, Appendix D, the latest Carl Moyer Guidelines (CARB 2012)⁴ and activity data provided by LACDPW. On-road employee commute was estimated using EMFAC2011 Los Angeles County emission factors for year 2014. Emissions of reactive organic gases (ROG), NO_x, CO, and PM₁₀, and PM_{2.5} were estimated. Since the emissions are primarily from combustion sources and since June 2006, diesel fuel used in California

² SCAQMD Air Quality Significance Thresholds. South Coast Air Quality Management District. Revision: March 2011.

³ Final Localized Significance Threshold Methodology. Table C-1. 2006 – 2008 Thresholds for Construction and Operation. South Coast Air Quality Management District. Revised October 21, 2009.

⁴ The Carl Moyer Program Guidelines. California Air Resources Board. March 29, 2012.

must be ultra-low sulfur (having a sulfur content exceeding 15 parts per million by weight)⁵, SO₂ emissions would be negligible and are not included in the analysis below.

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

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

Table 7: Project Emissions

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

<p>c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state AAQS (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?</p>	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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As discussed above, the proposed project would result in increases in criteria pollutants during construction. However, during construction, air quality impacts would be less than SCAQMD thresholds for nonattainment pollutants and operation of the proposed project would not result in impacts to air quality standards for criteria pollutants. Accordingly, net increases of nonattainment criteria pollutants would be Less than Significant for the proposed project.

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

d) Would the project expose sensitive receptors to substantial pollutant concentrations?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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A CO hotspot is an area of localized CO pollution that is caused by severe vehicle congestion at signalized intersections on major roadways. The proposed project would generate very little traffic on major roadways, limited to construction workers commuting to and from the site. Additional maintenance for the new granite paths, decks, and observation areas during operation would be minimal compared to existing activities. The volume of traffic would not be of the magnitude to create severe congestion nor substantially contribute to congestion at any major signalized intersection. Operation of the proposed project would not generate any additional traffic. Accordingly, impacts would be Less than Significant for the proposed project.

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

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

- For Construction Activities (to be implemented as needed)
 - Apply water every three hours to disturbed areas within a construction site.
 - During rough grading and construction, streets including shoulders adjacent to the project site should be swept at least once per day to reduce fugitive dust from traffic, or as required by governing body, to remove silt which may have accumulated from construction activities
- For Construction Traffic
 - Limit onsite vehicle speeds (on unpaved roads) to 15 mph
- For Grading
 - All trucks hauling dirt, sand, soil, or other loose materials are to be tarped with a fabric cover and maintain a freeboard height of 12 inches.
- For Mud/Dirt Trackout
 - Install gravel bed trackout apron (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) to reduce mud/dirt trackout from unpaved truck exit routes.
- For Local Streets
 - Implement street sweeping program with SCAQMD Rule 1186-compliant PM₁₀ efficient vacuum units (14-day frequency)

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

e) Would the project create objectionable odors affecting a substantial number of people?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities, fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee-roasting facilities. Diesel-fueled construction equipment associated with the project would generate some odors associated with diesel exhaust. Because these emissions would be temporary, limited to the construction period, and would typically dissipate quickly, they would be unlikely to affect a substantial number of people. Therefore, odor impacts associated with construction of the project would be Less than Significant.

4. BIOLOGICAL RESOURCES

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

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

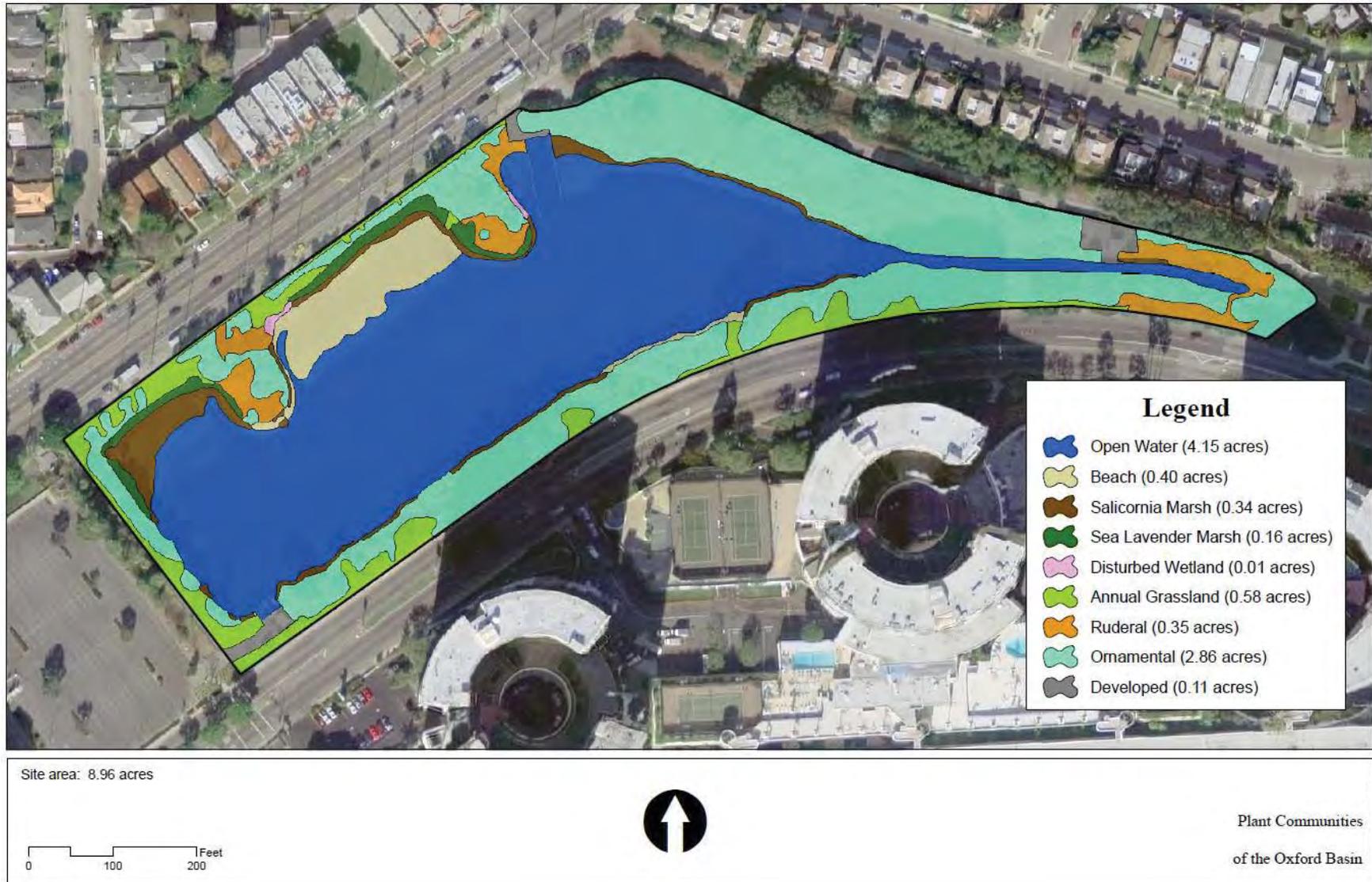


Figure 5: Plant Communities of Oxford Basin

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

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

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

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

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

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

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

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

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input checked="" type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input type="checkbox"/>
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The only listed species with any potential to occur in Oxford Basin are the state and federally listed as Endangered California least tern, the federally listed as Threatened western snowy plover, and the state listed as Endangered Belding’s savannah sparrow. Least terns may potentially forage in Oxford Basin, but have not been observed there in recent bird surveys. During removal of sediments from the basin, the water would be drained and therefore, during the first part (April through June) of the breeding season of 2014, Oxford Basin would not be available for least tern foraging. Because least terns rarely use Oxford Basin and because other water bodies, including the Pacific Ocean, Marina del Rey, Ballona Creek, Ballona Lagoon, Del Rey Lagoon and the Ballona wetlands, would be available for foraging, temporary loss of a small potential foraging site for half of one season would be a Less than Significant impact. When the Oxford Basin Enhancement Project is completed, the improved water quality would be expected to support a larger fish community. Foraging opportunities for California least terns in Oxford Basin, thus, would be improved.

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

Although the state listed as Endangered Belding’s savannah sparrow breeds in pickleweed marsh in the Ballona wetlands near Marina del Rey, it has never been observed in Oxford Basin and would not be likely to occur during the summer construction period when Belding’s savannah sparrows would be closely tied to their nests in the Ballona wetlands. Therefore, project construction would not be expected to impact Belding’s savannah sparrows. When the Oxford Basin Enhancement Project is completed, the improved pickleweed marsh would provide improved habitat for Belding’s savannah sparrow, but probably would not be extensive enough to support breeding.

Heron and egret rookeries are considered sensitive by the California Department of Fish and Wildlife. The tree removal plan (Figure 4) would not remove any trees that have been used by herons and egrets for nesting within the last 5 years. However, non-native trees within Oxford Basin that potentially could

support heron and egret nesting will be removed. The removal of trees would be consistent with Tree Management Policies No. 23 (for County staff) and 34 (for Lessees) of the Marina del Rey Tree Pruning and Tree Removal Policy in the Marina del Rey Land Use Plan (County of Los Angeles 2012). These policies specify that, if possible, trees without active nests shall be removed in the non-breeding season. If trees are to be removed during the breeding/nesting season of January 1 through September 30, at least 14 days prior to tree removal, a qualified biologist shall survey the area within 300 feet of trees designated for removal for waterbird nests. Removal of trees within 300 feet of a tree with an active waterbird nest must be performed with hand tools or tree removal must be postponed until juveniles have fledged and there is no evidence of a second attempt at nesting. Replacement trees shall consist of native or non-native, non-invasive tree species. Adherence to the Marina del Rey Tree Pruning and Tree Removal Policy would insure that impacts to colonial waterbird rookeries are Less than Significant.

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

Mitigation Measure BIO-1: At least 14 days prior to construction, a qualified biologist will survey the project area to determine if any heron or egret nesting is occurring. Nesting bird surveys will be conducted during the breeding/nesting season within 300 feet (500 feet for raptors) of the proposed construction footprint or an appropriate buffer determined by the onsite Project Biologist or Biological Monitor prior to the commencement of equipment operation.

As specified in Policies 23 and 34 of the Marina del Rey Land Use Plan (County of Los Angeles 2012), if heron and/or egret rookeries are observed, noise monitoring at active nest sites will be implemented. To minimize impacts, standard construction noise restrictions would be followed when possible and noise should not exceed 85 dB or peak preconstruction ambient noise levels at any active nesting site.

If construction noise at any active nesting site exceeds either 85 dB or the existing ambient noise levels (if ambient noise is above 85 dB), a qualified biologist shall monitor nesting birds to provide guidance to contractors so the birds are not disturbed by construction related noise. The qualified biologist shall be onsite monitoring birds and noise every day at the beginning of the project during the concentrated mechanized equipment use. The biologist will monitor types of sound sources, distances from the sound sources to the birds, level of ambient noise in the environment, levels of anthropogenic (human-generated) noise, sound modifying features of the environment, visual cues correlated with the noise, and behaviors associated with sound sources including startle movements, changes in foraging or reproductive rituals, interruption of feeding young, or nest abandonment.

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

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

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

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

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

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

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



Figure 6: Jurisdictional Wetlands in Oxford Basin

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

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input checked="" type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input type="checkbox"/>
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Oxford Basin is surrounded by urban development and primarily supports urban-associated wildlife (Hamilton 2010). The project area is not an established native resident or migratory wildlife corridor. Oxford Basin is at the back of Marina del Rey and is surrounded by urban development and primarily supports urban-associated wildlife. It is not a migratory corridor for fishes. The Oxford Basin Enhancement Project will have a Less than Significant impact on the movement of fish and wildlife.

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

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

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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The Oxford Basin Enhancement Project would not conflict with any local policies or ordinances protecting biological resources. The project would comply with the guidelines in the Conservation and Management Plan for Marina del Rey (Hamilton and Cooper 2010). Proposed improvements include removing and replacing approximately 400 trees, of which approximately 300 are diseased, with 550 trees, which more than complies with the 1:1 tree replacement requirement per the Marina del Rey Land Use Plan (County of Los Angeles 2012). The landscaping plans also call for an additional 100 trees to be planted in Oxford Basin; these trees may be used towards tree replacement necessary under the Marina del Rey Land Use Plan (County of Los Angeles 2012) requirement for another future project in Marina del Rey.

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

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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The project site is not within a Habitat Conservation Plan or Natural Community Conservation Plan. Oxford Basin is not identified by Los Angeles County as a Significant Ecological Area. Oxford Basin is identified as an Important Biological Resource in the Marina del Rey Local Coastal Program Land Use Plan (County of Los Angeles 2012). Although Oxford Basin was designated as a Bird Conservation Area in 1963, the area has never been formally managed for wildlife. The project will be implemented in accordance with the Conservation and Management Plan for Marina del Rey guidelines with regards to the tree removal, tree planting, and construction near egret, heron, water bird or raptor nesting sites. The replacement of non-native vegetation on the slopes of Oxford Basin with more native plants and the improvement in water quality that would be the result of this project, would improve Oxford Basin as a habitat for birds. The proposed project to enhance Oxford Basin is consistent with recommendations in the Marina del Rey Local Coastal Program Land Use Plan (County of Los Angeles 2012).

5. CULTURAL RESOURCES

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

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

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

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

of a period (Criterion C), or to be likely to yield information important in history (Criterion D). This historic-era archaeological site is therefore recommended ineligible for listing in the California Register of Historical Resources.

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Because the resources encountered during the current survey consist of surface-level historic resources, and because overall visibility during the survey was very good, the likelihood of encountering previously unrecorded resources (prehistoric and historic) is low. Consequently, no further cultural resources work is recommended.

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

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

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

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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As discussed under a), there is some potential that prehistoric artifacts could be discovered if excavation occurs at a depth greater than the original design grade and deep enough to encounter native sediments; however, impacts would occur only if excavation occurs at a depth greater than the original design. Since this project does not propose any excavation below original design grade, the proposed project would not be expected to encounter any archaeological resources. In an effort to further minimize this Less than Significant impact, **Mitigation Measure CULT-1** will be implemented.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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No unique geologic features are known to exist within the project site. The proposed project would not be expected to disturb any paleontological resources or alter any geologic features not previously disturbed. Accordingly, no significant impacts to paleontological resources would occur as a result of the proposed project.

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

6. GEOLOGY AND SOILS

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

Marina del Rey is generally located on what is known as the Southwestern Block of the Los Angeles basin (the portion of the basin south of the Santa Monica Mountains), which consists chiefly of marine clastic⁷ and organic sedimentary strata of middle Miocene to Recent age, including igneous rocks of middle Miocene age. The lower sequence generally consists of marine sandstone, siltstone, and minor amounts of conglomerate, deposited in a shallow marine environment.

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

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

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

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

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

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

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

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

ii) Strong seismic ground shaking?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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The proposed project would be located in the vicinity of the Santa Monica Fault/Newport Inglewood fault zone systems. Each of these fault zone systems is capable of producing large earthquakes, with a maximum credible earthquake estimated as a magnitude 7.5 event on the Santa Monica–Hollywood Fault and a 7.4 event on the Newport-Inglewood Fault. Both of these would result in strong earthshaking in the project area, but this would not constitute an additional risk significantly greater than the risk already present in the Marina del Rey area.

iii) Seismic-related ground failure, including liquefaction?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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The project is located in an area designated as having high liquefaction potential because of shallow depth to groundwater in the near proximity of the marina. The proposed project is restoration of a wetland area. Consideration of this factor is incorporated into the design of project structures. The geotechnical investigation for this project (URS 2011a) concluded that the likelihood of damage due to liquefaction-induced differential settlements for any structures is low. The geotechnical report recommended that structures be supported on shallow spread footings. No buildings would be constructed for this project. Impacts would be Less than Significant.

iv) Landslides?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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The topography in the project area is essentially flat, making landslides there impossible. No impact would occur.

b) Would the project result in substantial soil erosion or the loss of topsoil?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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The project would excavate approximately 9,700 cubic yards of accumulated sediment and sediment-associated pollutants (e.g., metals) from the perimeter of and within Oxford Basin. Excavation quantities are: 6,700 cy on the basin perimeter and 3,000 cy of sediment inside the basin. Removal of this sediment would be beneficial to Oxford Basin. Removal of non-native vegetation may temporarily increase the risk of erosion of soils. During construction standard BMP measures would be implemented to keep the slopes from eroding. Replanting with more native vegetation as part of the proposed Oxford Basin restoration will reduce erosion potential following construction to Less than Significant.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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While the project is located in a potential liquefaction zone as discussed above in subsection iii, the project would neither increase overall exposure to such an event nor increase the probability of such an event occurring. URS (2011a) performed a geotechnical evaluation of the project site and concluded that the risk of settlement or lateral spreading at the site is low. Therefore, impact would be Less the Significant.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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As discussed in the introduction of this section, the soils underlying Oxford Basin consist primarily of clayey soils with medium to high expansion potential (URS 2011a). The project is the restoration of Oxford Basin. No buildings would be constructed. Risks to life and property, as a result of the project implementation, would not increase over the existing condition. Therefore, impact would be Less the Significant.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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The project does not involve the construction or installation of septic tanks or other wastewater disposal systems. No impact would occur.

7. GREENHOUSE GAS EMISSIONS

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

The California Air Resources Board (CARB) has statutory responsibility to maintain a statewide inventory for greenhouse gas (GHG) emissions. The California GHG inventory compiles statewide anthropogenic GHG emissions and sinks. It includes estimates for carbon dioxide (CO₂), methane (CH₄), nitrous oxides (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons, and perfluorocarbons.

The global warming potential (GWP) is the potential of a gas or aerosol to trap heat in the atmosphere. Individual GHG compounds have varying GWP. The reference gas for the GWP is CO₂; CO₂ has a GWP of one. The calculation of the CO₂ equivalent (CO₂e) is a consistent methodology for comparing GHG emissions since it normalizes various GHG emissions to a consistent metric. Methane’s warming potential of 21 indicates that methane has a 21 times greater warming effect than CO₂ on a molecule per molecule basis. A CO₂e is the mass emissions of an individual GHG multiplied by its GWP. GHGs are often presented in units called tonnes (t) (or metric tons) of CO₂e (tCO₂e).

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

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

Even though SCAQMD has not yet established significance thresholds for GHG emissions from land use project operations and Los Angeles County and the Flood Control District have not adopted any thresholds for GHG emissions, this analysis proposes the use of the “Tier 3” quantitative thresholds for residential and commercial projects as recommended in their Interim Guidance document. The SCAQMD proposes that if a project generates GHG emissions below 3,000 tCO₂e, it could be concluded that the project’s GHG contribution is not “cumulatively considerable” and is, therefore, less than significant under CEQA. If the project generates GHG emissions above the threshold, the analysis must identify mitigation measures to reduce GHG emissions. Table 7 above summarizes construction GHG emissions.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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The project will likely generate emissions of carbon dioxide (CO₂) in the form of vehicle exhaust during construction. Combustion emissions of GHG gases were estimated for off-road construction equipment, the on-road truck travel, and the employee commute using Statewide average 2011 off-road emission factors, as presented in the CalEEMod Users Guide, Appendix D, the latest Carl Moyer Guidelines (CARB

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

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

2012)¹⁰, CH₄ and N₂O factors from the Local Government Operations Protocol (CARB, et al. 2010)¹¹, and activity data provided by the LACDPW. Details of GHG calculations are available in Appendix A.

Table 8: Construction GHG Emissions

Activity	GHG Emissions (tonnes)			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
Excavation & grading	111.9	0.008	0.001	114.6
Berm	48.1	0.004	0.000	49.3
Walk, sidewalk, concrete wall, fencing	3.5	0.000	0.000	3.5
Landscape, irrigation	7.0	0.000	0.000	7.1
Trash TDML device	0.2	0.000	0.000	0.2
Access & boat ramp	27.7	0.002	0.000	28.4
Tide Gate Replacement	4.5	0.000	0.000	4.6
Total:	202.9	0.014	0.001	207.7

Table 8 shows the estimated total tonnes of CO₂e emissions from construction activity from the proposed project including associated hauling and worker commute vehicle emissions. Following construction, the proposed project would not result in any new significant sources of GHG emitters; therefore, operational GHG emissions are not included in the table. Additional maintenance for the new granite paths, decks, and observation areas during operation would be minimal compared to existing activities. The proposed project would not result in a change in general use of the project site for recreation, but the type of recreation may vary due to the new granite paths, decks, and observation areas. No additional impacts would occur because of operation of the proposed project.

The estimated 207.8 tonnes of CO₂e would represent only approximately 0.000046 percent of the total net CO₂e (453 Mt) emitted in California in 2009. In addition, even with negligible emissions that would occur from post-construction activities, the emissions are significantly less than the 3,000-tonne threshold recommended in the Interim threshold; therefore, the proposed project would have a Less than Significant impact.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Los Angeles County is in the process updating the 1980 General Plan and has released 2012 Draft General Plan 2035 for public comments. Since the existing adopted General Plan was adopted so long ago, the proposed project will be analyzed in comparison to the proposed Goals and Policies of the 2012 Draft General Plan.

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

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

Consistency Analysis

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

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

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

County of Los Angeles Energy and Environmental Policy

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

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

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

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

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

8. HAZARDS AND HAZARDOUS MATERIALS

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

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

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

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Sediment that exceeds thresholds for hazardous waste would be handled according to regulations by a licensed hazardous waste hauler according to federal, state, and local regulations and taken to an appropriately licensed and permitted landfill, probably the Kettleman Hills Landfill in the Central Valley or the Betty US Ecology in Nevada. Transport to the landfill would be performed by a licensed hazardous waste hauler. By following proper procedures for the handling of hazardous waste, impacts would be Less than Significant.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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All sediment that is classified as hazardous waste will be handled and transported according to regulations with proper protocols. Transport to an appropriately licensed and permitted landfill, probably the Kettleman Hills Landfill in the Central Valley or the Betty US Ecology in Nevada, would be done by a licensed hazardous waste hauler. All hazardous sediments will be contained during transport to reduce the chances of spill should an accident occur. By following regulations for the handling and transport of hazardous waste, the chances of release of hazardous materials due to an accident would be Less than Significant.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Coeur d’Alene Elementary School is the only school located within one-quarter mile of the project site and is about one-quarter mile from Oxford Basin. The schools that are greater than one-quarter mile and less than one mile are First Lutheran School, Animo Venice Charter High, Broadway Elementary, St. Mark Elementary School, and Westside Leadership Magnet. Some of the sediment that will be excavated exceeds hazardous waste thresholds. The contaminants in the Oxford Basin sediments that are classified as hazardous waste are sediment-associated metals and are non-volatile; these sediments are not in the form of hazardous emissions. All sediment classified as hazardous waste will be handled according to required protocols and taken to an appropriately licensed and permitted landfill, probably the Kettleman Hills Landfill in the Central Valley or the Betty US Ecology in Nevada, by a licensed hazardous waste hauler. It is anticipated that trucks will use Washington Blvd. onto the 405 freeway to haul the sediment material. By following proper procedures for the handling of hazardous waste, impacts would be Less than Significant.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Oxford Basin previously was a landfill. The site was designated by EPA as Marina del Rey Municipal LDFL (EPA ID CAD980636310) and was documented as a CERCLIS- No Further Remedial Action Planned (NFRAP) on September 1, 1984 (EPA 2012). NFRAP identifies sites which have been removed from the U.S. EPA’s CERCLIS Active database. No active CERCLIS sites are present at Oxford Basin. The project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The impact of constructing on a CERCLIS-NFRAP site would be Less than Significant.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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Oxford Basin is located in the vicinity of Los Angeles International Airport and Santa Monica Municipal Airport, but is not part of either airport’s land use plan. No impact would occur.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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Oxford Basin is not in the vicinity of any private airstrips. Therefore, no impact would occur.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Sidewalk/trail work adjacent to Admiralty Way may require traffic control and temporary lane closures. Lanes would still be available for emergency purposes. Impacts to emergency response or emergency evacuation would be Less than Significant.

h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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Oxford Basin is located in the center of an urbanized area without an appreciable urban-wildland interface. The project would not increase the amount of flammable vegetation within Oxford Basin, and, thus would not expose people or structures to a greater risk of fire-related damage, injury, or death in excess of existing levels. No impact would occur.

9. HYDROLOGY AND WATER QUALITY

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

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

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

a) Would the project violate any water quality standards or waste discharge requirements?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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The removal of sediment in Oxford Basin would be done when the water is drained from the basin. The tide gates would be closed during sediment excavation. Therefore, sediment disturbance during excavation would not result in the transport of sediment contaminants to Marina del Rey. Standard Best Management Practices would be followed during construction to avoid the spill or leakage of fuels from construction equipment into Oxford Basin waters. Project construction would follow policies in the Marina del Rey Land Use Plan (Policy 4.6) to avoid pollution of Marina del Rey waters during construction (County of Los Angeles 2012). Project construction would not violate any water quality

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

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

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Dewatering of the basin during construction may temporarily affect groundwater when water is pumped from the basin. Dewatering would occur only during construction. Groundwater levels will return to the preconstruction condition when water again enters the basin. Because groundwater impacts are temporary and minor, they would be Less than Significant.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or offsite?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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The proposed project would not alter the existing drainage pattern in Oxford Basin. Oxford Basin would still receive storm flows from the surrounding areas. No impact to drainage patterns, erosion or siltation would occur. Removal of sediments from Oxford Basin would restore the basin's original capacity. Impacts on drainage patterns would be Less than Significant.

d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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The proposed project would not alter the drainage pattern of the site or area and would not increase the amount of paved surface in the area. Therefore, the project would have no effect on the rate or amount of surface runoff. No impact would occur. The removal of accumulated sediments from Oxford

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

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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The proposed project would enhance the existing functions of Oxford Basin. The project would not create or contribute runoff water and would have no effect on the capacity of existing stormwater drainage systems. The project would not provide an additional source of polluted runoff. Impacts on runoff would be Less than Significant.

f) Would the project otherwise substantially degrade water quality?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Because BMPs would be implemented to avoid introducing pollutants to basin and marina waters, the project would not degrade water quality during construction. The Oxford Basin Enhancement Project is designed to improve water quality by removing contaminated sediments and by constructing a berm to improve circulation in Oxford Basin. After construction, the project would improve water quality in Oxford Basin and Marina del Rey. Impacts from degrading water quality would be Less than Significant.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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The Oxford Basin Enhancement Project does not involve the construction of any housing. No impact would occur.

h) Would the project place, within a 100-year flood hazard, area structures that would impede or redirect flood flows?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Oxford Basin is located within a 100-year flood hazard area. The structures that would be constructed as part of the Oxford Basin Enhancement Project would not impede or redirect flood flows substantially and will not affect the functional capacity of the basin. The basin's final capacity will be 20 acre-feet (ac-ft), which is greater than the 50-year storm required capacity of 13.75 ac-ft. Impacts would be Less than Significant.

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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The project would not increase flooding risk. The project would not expose people or structures to risk of loss, injury, or death involving flooding. No impact would occur.

j) Would the project expose people to inundation by seiche, tsunami, or mudflow?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Because Oxford Basin holds tidal waters and is connected to Marina del Rey, a seiche or tsunami are potential hazards in the project area; however, the Oxford Basin Enhancement Project would not change use of the basin and would not add to the level of exposure of persons or structures. Impacts would be Less than Significant.

10. LAND USE AND PLANNING

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

a) Would the project physically divide an established community?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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The proposed project consists of enhancing water quality, habitat and recreation functions of the Oxford Basin. The proposed project would not physically divide an established community. No impact would occur.

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Proposed project improvements include removing and replacing approximately 400 trees, of which approximately 300 are diseased, with 550 trees, which more than complies with the 1:1 tree replacement requirement per the Marina del Rey Land Use Plan (County of Los Angeles 2012). The landscaping plans also call for an additional 100 trees to be planted in Oxford Basin; these trees may be used towards tree replacement necessary under the Marina del Rey Land Use Plan (County of Los Angeles 2012) requirement for another future project in Marina del Rey.

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

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

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

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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No conflicts with habitat conservation plans or natural community conservation plans would occur with the proposed project. Following its construction in 1963, Oxford Basin and the surrounding area was designated as a "Bird Conservation Area" by the Los Angeles County Board of Supervisors, as stated in the Conservation and Management Plan for Marina del Rey (Hamilton and Cooper 2010). The proposed project would improve the habitat for birds within the Oxford Basin. No impact will occur.

11. MINERAL RESOURCES

The proposed project is located in Marina del Rey within the unincorporated area of Los Angeles County. The County's local mineral resources consist of oil and deposits of rock, sand and gravel. Most of Southern California's on-shore oil deposits are located in Los Angeles County. In addition, California is the largest producer of sand and gravel in the nation. The greater Los Angeles area is the nation's leading producer for its geographic size. Sand and gravel reserves have declined in the past due to the encroachment of incompatible development (County of Los Angeles 1992).

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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The project would be limited to the removal of accumulated sediments in Oxford Basin and alteration of landscaping and structures associated with the basin. The restoration of Oxford Basin would have no impact on mineral resources.

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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The project site has not been identified in a general plan, specific plan, or any other land use plans as a locally important mineral resource recovery site. No impact would occur.

12. NOISE

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Operational Noise

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

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

Project operational noise will include occasional boat noise for maintenance and human voices along the proposed perimeter trail. The boat noise will not be a new source of noise because the existing maintenance of Oxford Basin includes the use of the boat to remove trash from the basin. The proposed project is situated in an urban area and occasional boat noise and potential increase in human voices will not substantially increase ambient noise levels over the existing CNEL.

Construction Noise

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

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

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

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

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

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

Ordinance 12.08.440 also requires all mobile or stationary internal-combustion-engine powered equipment or machinery be equipped with suitable exhaust and air-intake silencers in proper working order. Stationary equipment typically includes stationary diesel engines used to generate electricity and operate compressors and pumps or stationary engines that are used in emergencies, including emergency generators of electricity and water pumps for fire and flood control.

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

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

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

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

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

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Table 10 shows the peak particle velocities of some common construction equipment. Table 11 shows the expected human reaction to typical vibration levels that can be caused by us of some construction equipment.

Table 10: Typical Construction Equipment Vibration Emissions¹

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

¹ Source: Federal Transit Administration: Transit Noise and Vibration Impact Assessment, 2006

² **Bold** values are considered annoying to people.

Table 11: Human Reaction to Typical Vibration Levels¹

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

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

In general, groundborne vibration and noise may be noticeable at sensitive receptors within 100 feet of construction activities and annoying to receptors located less than 25 feet from the construction activities. While the project site is surrounded by residential and commercial land uses, no groundborne vibration from construction activities are expected to occur within 100 feet of sensitive receptors (single family homes, schools or hospitals). Therefore, the proposed project would not result in excessive groundborne vibration. Impacts would be Less than Significant.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Project operational noise will include occasional boat noise for maintenance and human voices along the proposed perimeter trail. The proposed project is situated in an urban area. The addition of occasional boat noise and human voices will be in character with the existing noise environment and not result in a substantial permanent increase in ambient noise levels. Impacts would be Less than Significant.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Project construction will result in temporary increases in ambient noise levels lasting for approximately nine months (April 2014 to December 2014). The total construction duration is estimated to be 180 working days. Construction would occur 8 hours per day, 5 days per week. The staging area would be located inside the basin right-of-way, near the boat ramp in the northeastern portion of the basin. The number of workers would be an average of 5 per day in addition to as many as 8 equipment operators. Parking for workers would be at the adjacent Los Angeles County Department of Beaches and Harbors parking lot.

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

As discussed previously, worst-case maximum noise levels, when the greatest number of construction equipment operates simultaneously, are associated specifically with berm construction and could reach up to 75 dBA L_{max} . Worst-case noise levels associated with haul trucks are expected to be 78 dBA at a distance of 100 feet based on equipment specifications, but are expected to be 70 dBA at 100 feet based on the actual measured emissions based on hundreds of emission measurements performed on major construction sites. The haul trucks would not be expected to result in exceedance of the daytime noise level limits at single family homes within 100 feet of active construction. The haul trucks may be audible inside nearby hotel rooms along Admiralty Way or at nearby outdoor use areas, but noise levels would be within daytime noise level limits. Truck trips associated with berm construction will access the basin from the south, where ambient noise levels were measured at 74 dBA. These events, however, would be intermittent and below the standard construction noise restrictions of 85 dBA, from which this project is exempt, but which would be employed to minimize impacts. Impacts would be Less than Significant.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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The project site is located approximately 2.7 miles north of Los Angeles International Airport and approximately 1.6 miles south of the Santa Monica Municipal Airport and is not within those airports' land use plans. The proposed project does not propose any change in existing land uses and will not result in the exposure of people residing or working in the area to excessive noise levels. The proposed project will have no impact.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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The proposed project is not within the vicinity of a private airstrip and therefore will not expose people residing or working in the area to excessive noise levels. The proposed project will have no impact.

13. POPULATION AND HOUSING

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

a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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The proposed project consists of enhancing water quality, habitat and recreation functions of the Oxford Basin. Project actions would not induce substantial population growth in an area, either directly or indirectly. As a result, no impact would occur.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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The proposed project would not displace any existing housing. No impacts to housing would occur.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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The proposed project consists of enhancing water quality, habitat and recreation functions of the Oxford Basin. No people would be displaced by the proposed project. Therefore, it would not be necessary to construct replacement housing and no impact would occur.

14. PUBLIC SERVICES

Setting

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

Health Services:

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

Police Department:

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

Fire Department:

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

Schools:

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

<p>a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</p> <p>Fire Protection? Police Protection? Schools? Parks? Other public facilities?</p>	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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The proposed project consists of the enhancement of water quality, habitat and recreation functions of the Oxford Basin and would not result in an increased need for fire and police protection services. There would be no impacts to schools, parks and other public facilities. Therefore, no impacts are anticipated as a result of implementation of the proposed project.

15. RECREATION

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

<p>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?</p>	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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The proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Because the proposed project would enhance opportunities for passive recreation in Oxford Basin, demand on other parks may lessen slightly; impacts would be Less than Significant.

b) Does the project include recreational facilities or require the construction or expansion or recreational facilities which might have an adverse physical effect on the environment?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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The Oxford Basin Enhancement Project would improve recreational opportunities at the site. The existing bike path will remain, however a new walking trail will be installed adjacent to the existing bike path. Night lighting of the trail would also be provided using bollard light fixtures. Thus, the existing trail would be made safer. In addition, observation areas would be constructed for trail users to view Oxford Basin. These improvements to recreation would not have an adverse physical effect on the environment. Impacts would be Less than Significant.

16. TRANSPORTATION/TRAFFIC

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

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

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

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

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

a) Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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The greatest amount of construction traffic would likely occur during excavation and grading. These activities would require approximately 36 haul truck trips per day for a period of 20 days. In addition, there may be as many as 13 workers traveling to the site in the morning and from it in the afternoon. An additional 49 vehicle trips per day would be about 0.09 percent of the annualized average daily trips on Lincoln Blvd (Highway 1) between the 90 freeway and Washington Blvd. and about 0.17 percent of the annualized average daily trips on the 90 freeway between Lincoln Blvd. and Mindanao Way (Table 12). The haul trucks would likely make about 4 to 5 trips per hour during the 20 days of excavation and grading. Five trips per hour would be about 0.3 percent of the peak hour traffic on Admiralty Way between Palawan Way and Bali Way. No increase in operation and maintenance traffic is anticipated. The temporary increase in construction traffic would not conflict with any applicable plans, ordinances, or policies establishing measures of effectiveness for the circulation system. A small (less than 0.5 percent) temporary increase in traffic would be a Less than Significant impact.

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

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

*2009 Data from California Department of Transportation (<http://traffic-counts.dot.ca.gov/index.htm>)

**Mar 2010 Data from Los Angeles County Department of Public Works

+Aug 2007 Data from Los Angeles County Department of Public Works

++Jan-Jun 2007 Data from Los Angeles County Department of Public Works

<p>b) Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</p>	<p>Potentially Significant Impact</p> <input type="checkbox"/>	<p>Less than Significant with Mitigation Incorporation</p> <input type="checkbox"/>	<p>Less than Significant Impact</p> <input checked="" type="checkbox"/>	<p>No Impact</p> <input type="checkbox"/>
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As discussed above, the Oxford Basin Enhancement Project would generate a relatively small amount of increased traffic during construction. When construction is completed the project would not result in any significant traffic increase over existing levels. Therefore the project would not generate traffic that would result in exceedance of a level of service standard on any designated road or highway. Additionally, the project would not conflict with an applicable congestion management program. Impacts would be Less than Significant.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant With Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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The Oxford Basin Enhancement Project would have no affect on air traffic patterns. No impact would occur.

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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The Oxford Basin Enhancement Project would not change any roadways and would not involve any incompatible uses. The project would construct a trail around the perimeter of Oxford Basin that would be safer than the existing trail on the north side because it would separate bicyclists from pedestrians. No impact would occur.

e) Would the project result in inadequate emergency access?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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The project would occur within and adjacent to Oxford Basin, and does not include changes to emergency access routes. Construction of the sidewalk/trail adjacent to Admiralty Way may require traffic control and temporary lane closure; however, lanes would remain open for emergency use. Impacts to emergency access would be Less than Significant.

f) Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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The proposed project would enhance the functions of Oxford Basin. The project would not conflict with adopted policies, plans or programs supporting alternative transportation. No impact would occur.

17. UTILITIES AND SERVICE SYSTEMS

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

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

c) Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

e) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?	Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

18. MANDATORY FINDINGS OF SIGNIFICANCE

<p>a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</p>	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input checked="" type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input type="checkbox"/>
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The proposed project would improve the quality of the environment by improving water quality and returning vegetation to more native species from non-native species. As discussed in Section 4. Biological Resources, the only potential impact to a listed species would be the prevention of foraging in Oxford Basin by the State and Federal listed as Endangered California least tern during the first half of the breeding season (April through June) when the Basin is drained for excavation. Because least terns rarely forage in Oxford Basin, temporary prevention of foraging is a Less than Significant impact. Vegetation and wildlife in Oxford Basin will be disturbed during the nine months of construction. When construction is finished, Oxford Basin will be enhanced as a habitat. Non-native plants will be replaced by more native plants, trees will be replaced with native or non-native, non-invasive trees, and water quality will be improved. The impact of temporary construction on the biological resources of Oxford Basin would be Less than Significant. Implementation of **Mitigation Measure BIO-1** and **Mitigation Measures Bio-2** would reduce any impacts to biological resources to Less than Significant. The proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number of a rare or endangered plant or animal.

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

<p>b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</p>	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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As of November 1, 2012, one road project, one water line project, two capital projects, and two private redevelopment projects are currently under construction in the Marina del Rey area (LACDPW 2012b). Table 13 below provides a list of all the Public Works projects within 500 feet of the Project area (LACDPW 2012b) and the relation of these projects to the cumulative environment of the proposed project.

Table 13: Projects for Cumulative Consideration

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

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

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

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

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

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

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

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporation <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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The proposed project would not result in substantial adverse effects on human beings, either directly or indirectly. The proposed project will result in temporary increases in noise, air emissions, and traffic during the nine months of construction, as described in Section 3. Air Quality, Section 12. Noise, and Section 16. Transportation/Traffic in this document. The temporary increases are associated with earth-moving equipment, haul trucks, and construction employee commutes, but these increases are not continuous and will not persist once construction is completed. In addition, BMPs will be implemented to avoid or further minimize any potential impacts, where practicable. Impacts would be Less than Significant. When construction is completed, the project would enhance the quality of the environment for humans by improving water quality and habitat and by adding project components for recreational users, such as the widened walk/jog path, observation decks, and recreational signage.

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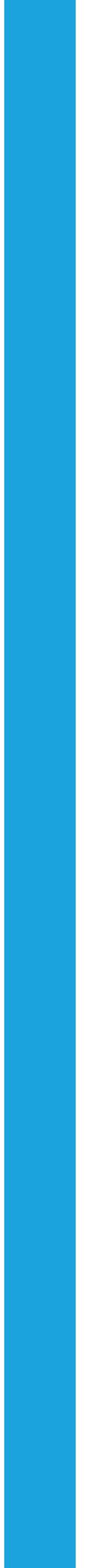
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ATTACHMENT A – Air Quality/Climate Change Calculations



Activity Emissions Summary

Excavation and Grading

Emission Source	Criteria Emissions (lbs/d)					Total GHG Emissions (tonnes)			
	ROG	CO	NO _x	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O	CO ₂ e
Off-road	3.17	16.18	24.34	1.28	1.27	77.39	0.008	N/A	79.8
On-road Trucks	0.73	2.86	15.22	0.56	0.51	32.73	0.000	0.001	33.1
Employees	0.03	1.04	0.10	0.00	0.00	1.75	0.000	0.000	1.8
TOTALS	3.94	20.08	39.66	1.84	1.78	111.9	0.008	0.001	114.6

Berms

Emission Source	Criteria Emissions (lbs/d)					Total GHG Emissions (tonnes)			
	ROG	CO	NO _x	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O	CO ₂ e
Off-road	2.96	13.09	23.65	1.07	1.06	39.00	0.004	N/A	40.1
On-road Trucks	0.20	0.79	4.23	0.15	0.14	6.82	0.000	0.000	6.9
Employees	0.02	0.67	0.07	0.00	0.00	2.26	0.000	0.000	2.3
TOTALS	3.19	14.55	27.94	1.23	1.20	48.1	0.004	0.000	49.3

Walk, Sidewalk, Concrete Wall, Fencing

Emission Source	Criteria Emissions (lbs/d)					Total GHG Emissions (tonnes)			
	ROG	CO	NO _x	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O	CO ₂ e
Off-road	0.00	0.00	0.00	0.00	0.00	0.00	0.000	N/A	0.0
On-road Trucks	0.04	0.16	0.85	0.03	0.03	2.73	0.000	0.000	2.8
Employees	0.00	0.00	0.00	0.00	0.00	0.75	0.000	0.000	0.8
TOTALS	0.04	0.16	0.85	0.03	0.03	3.5	0.000	0.000	3.5

Landscape, Irrigation

Emission Source	Criteria Emissions (lbs/d)					Total GHG Emissions (tonnes)			
	ROG	CO	NO _x	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O	CO ₂ e
Off-road	0.00	0.00	0.00	0.00	0.00	0.00	0.000	N/A	0.0
On-road Trucks	0.04	0.16	0.85	0.03	0.03	5.46	0.000	0.000	5.5
Employees	0.00	0.00	0.00	0.00	0.00	1.50	0.000	0.000	1.5
TOTALS	0.04	0.16	0.85	0.03	0.03	7.0	0.000	0.000	7.1

Air Quality/Climate Change Calculations

Trash TMDL Device

Emission Source	Criteria Emissions (lbs/d)					Total GHG Emissions (tonnes)			
	ROG	CO	NO _x	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O	CO ₂ e
Off-road	0.00	0.00	0.00	0.00	0.00	0.00	0.000	N/A	0.0
On-road Trucks	0.04	0.16	0.85	0.03	0.03	0.18	0.000	0.000	0.2
Employees	0.00	0.00	0.00	0.00	0.00	0.05	0.000	0.000	0.1
TOTALS	0.04	0.16	0.85	0.03	0.03	0.2	0.000	0.000	0.2

Access & Boat Ramp

Emission Source	Criteria Emissions (lbs/d)					Total GHG Emissions (tonnes)			
	ROG	CO	NO _x	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O	CO ₂ e
Off-road	2.03	8.60	16.23	0.72	0.72	26.00	0.002	N/A	26.7
On-road Trucks	0.04	0.16	0.85	0.03	0.03	0.91	0.000	0.000	0.9
Employees	0.03	0.89	0.09	0.00	0.00	0.75	0.000	0.000	0.8
TOTALS	2.10	9.64	17.17	0.75	0.75	27.7	0.002	0.000	28.4

Tide Gate Replacement

Emission Source	Criteria Emissions (lbs/d)					Total GHG Emissions (tonnes)			
	ROG	CO	NO _x	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O	CO ₂ e
Off-road	0.36	1.48	2.93	0.15	0.15	3.33	0.00	N/A	3.4
On-road Trucks	0.03	0.13	0.98	0.02	0.02	0.14	0.000	0.000	0.1
Employees	0.02	0.59	0.06	0.00	0.00	1.00	0.000	0.000	1.0
TOTALS	0.41	2.20	3.97	0.17	0.17	4.5	0.000	0.000	4.6

GRAND TOTAL

Emission Source	Criteria Emissions (lbs/d)					Total GHG Emissions (tonnes)			
	ROG	CO	NO _x	PM ₁₀	PM _{2.5}	CO ₂	CH ₄	N ₂ O	CO ₂ e
Off-road	8.53	39.34	67.16	3.22	3.19	145.72	0.014	N/A	150.06
On-road Trucks	1.13	4.43	23.81	0.85	0.79	48.97	0.000	0.002	49.46
Employees	0.10	3.18	0.31	0.00	0.00	8.07	0.001	0.001	8.30
TOTALS	9.76	46.95	91.28	4.08	3.98	202.8	0.015	0.002	207.8

Employee Commute Criteria Emissions

Vehicle Activity

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

Criteria Emissions

Activity	Pounds per day				
	ROG	CO	NO _x	PM ₁₀	PM _{2.5}
Excavation & grading	0.033	1.035	0.102	0.002	0.001
Berm	0.021	0.665	0.066	0.001	0.001
Walk, sidewalk, concrete wall, fencing	0.000	0.000	0.000	0.000	0.000
Landscape, irrigation	0.000	0.000	0.000	0.000	0.000
Trash TDML device	0.000	0.000	0.000	0.000	0.000
Access & boat ramp	0.029	0.887	0.088	0.001	0.001
Tide Gate Replacement	0.019	0.591	0.058	0.001	0.001
Totals	0.10	3.18	0.31	0.00	0.00

Employee Commute GHG Emissions

Vehicle Activity

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

Emissions (tonnes)

CO ₂	CH ₄	N ₂ O	CO ₂ e
1.755	0.00012	0.00015	1.805
2.256	0.00016	0.00020	2.320
0.752	0.00005	0.00007	0.773
1.504	0.00011	0.00013	1.547
0.050	0.00000	0.00000	0.052
0.752	0.00005	0.00007	0.773
1.003	0.00007	0.00009	1.031
8.07	0.0006	0.0007	8.30

On-Road Trucks Criteria Emissions

Vehicle Activity

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

Criteria Emissions

Activity	Pounds per day				
	ROG	CO	NO _x	PM ₁₀	PM _{2.5}
Excavation & grading	0.733	2.862	15.216	0.557	0.512
Berm	0.204	0.795	4.227	0.155	0.142
Walk, sidewalk, concrete wall, fencing	0.041	0.159	0.845	0.031	0.028
Landscape, irrigation	0.041	0.159	0.845	0.031	0.028
Trash TDML device	0.041	0.159	0.845	0.031	0.028
Access & boat ramp	0.041	0.159	0.845	0.031	0.028
Tide Gate Replacement	0.028	0.134	0.985	0.019	0.017
Totals	1.13	4.43	23.81	0.85	0.79

Off-Road Criteria Emissions

Excavation and Grading

Equipment				Emission Factors (g/bhp-hr)					Emissions (lbs/d)				
Type	BHP	LF	hrs/ day	ROG	CO	NO _x	PM ₁₀	PM _{2.5}	ROG	CO	NO _x	PM ₁₀	PM _{2.5}
Excavator	157	0.38	7	0.574	3.372	4.215	0.231	0.231	0.528	3.105	3.881	0.213	0.213
Excavator	157	0.38	7	0.574	3.372	4.215	0.231	0.231	0.528	3.105	3.881	0.213	0.213
Loader	75	0.36	8	0.696	3.848	4.671	0.369	0.369	0.331	1.832	2.224	0.176	0.176
Loader	75	0.36	8	0.696	3.848	4.671	0.369	0.369	0.331	1.832	2.224	0.176	0.176
Dozer	358	0.40	7	0.658	2.854	5.490	0.227	0.227	1.454	6.307	12.132	0.502	0.502
Totals									3.17	16.18	24.34	1.28	1.28

Berm

Equipment				Emission Factors (g/bhp-hr)					Emissions (lbs/d)				
Type	BHP	LF	hrs/ day	ROG	CO	NO _x	PM ₁₀	PM _{2.5}	ROG	CO	NO _x	PM ₁₀	PM _{2.5}
Excavator	157	0.38	7	0.574	3.372	4.215	0.231	0.231	0.528	3.105	3.881	0.213	0.213
Loader	75	0.36	8	0.696	3.848	4.671	0.369	0.369	0.331	1.832	2.224	0.176	0.176
Concrete trucks	381	0.57	3	0.452	1.283	3.770	0.125	0.125	0.649	1.843	5.415	0.180	0.180
Dozer	358	0.40	7	0.658	2.854	5.490	0.227	0.227	1.454	6.307	12.132	0.502	0.502
Totals									2.96	13.09	23.65	1.07	1.07

Air Quality/Climate Change Calculations

Access & Boat Ramp

Equipment				Emission Factors (g/bhp-hr)					Emissions (lbs/d)				
Type	BHP	LF	hrs/ day	ROG	CO	NO _x	PM ₁₀	PM _{2.5}	ROG	CO	NO _x	PM ₁₀	PM _{2.5}
Excavator	157	0.38	4	0.574	3.372	4.215	0.231	0.231	0.302	1.774	2.218	0.122	0.122
Loader	75	0.36	6	0.696	3.848	4.671	0.369	0.369	0.249	1.374	1.668	0.132	0.132
Concrete trucks	381	0.57	3	0.452	1.283	3.770	0.125	0.125	0.649	1.843	5.415	0.180	0.180
Dozer	358	0.40	4	0.658	2.854	5.490	0.227	0.227	0.831	3.604	6.933	0.287	0.287
Totals									2.03	8.60	16.23	0.72	0.72

Tide Gate Replacement

Equipment				Emission Factors (g/bhp-hr)					Emissions (lbs/d)				
Type	BHP	LF	hrs/ day	ROG	CO	NO _x	PM ₁₀	PM _{2.5}	ROG	CO	NO _x	PM ₁₀	PM _{2.5}
Loader	75	0.36	4	0.696	3.848	4.671	0.369	0.369	0.166	0.916	1.112	0.088	0.088
Crane	208	0.43	2	0.496	1.427	4.605	0.160	0.160	0.196	0.563	1.816	0.063	0.063
Totals									0.36	1.48	2.93	0.15	0.15

On-Road Trucks GHG Emissions

Vehicle Activity

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

Emissions (tonnes)

CO ₂	CH ₄	N ₂ O	CO ₂ e
32.735	0.00003	0.00105	33.060
6.820	0.00001	0.00022	6.887
2.728	0.00000	0.00009	2.755
5.456	0.00000	0.00017	5.510
0.182	0.00000	0.00001	0.184
0.909	0.00000	0.00003	0.918
0.140	0.00000	0.00000	0.141
48.97	0.0000	0.0016	49.46

Off-Road GHG Emissions

Excavation and Grading

Equipment						Emission Factors (g/bhp-hr)		Emissions (tonnes)		
Type	BHP	Load Factor	hrs/day	Total Days	Total Hours	CO ₂	CH ₄	CO ₂	CH ₄	CO ₂ e
Excavator	157	0.38	7	60	420	568.3	0.051	14.24	0.001	14.64
Excavator	157	0.38	7	60	420	568.3	0.051	14.24	0.001	14.64
Loader	75	0.36	8	60	480	568.3	0.062	7.37	0.001	7.61
Loader	75	0.36	8	60	480	568.3	0.062	7.37	0.001	7.61
Dozer	358	0.4	7	60	420	568.3	0.059	34.18	0.004	35.28
						Totals		77.39	0.008	79.78

Berm

Equipment						Emission Factors (g/bhp-hr)		Emissions (tonnes)		
Type	BHP	Load Factor	hrs/day	Total Days	Total Hours	CO ₂	CH ₄	CO ₂	CH ₄	CO ₂ e
Excavator	157	0.38	7	30	210	568.3	0.051	7.12	0.001	7.32
Loader	75	0.36	8	30	240	568.3	0.062	3.68	0.000	3.81
Concrete trucks	381	0.57	3	30	90	568.3	0.040	11.11	0.001	11.35
Dozer	358	0.4	7	30	210	568.3	0.059	17.09	0.002	17.64
						Totals		39.00	0.004	40.12

Access & Boat Ramp

Equipment						Emission Factors (g/bhp-hr)		Emissions (tonnes)		
Type	BHP	Load Factor	hrs/day	Total Days	Total Hours	CO ₂	CH ₄	CO ₂	CH ₄	CO ₂ e
Excavator	157	0.38	7	20	140	568.3	0.051	4.75	0.000	4.88
Loader	75	0.36	8	20	160	568.3	0.062	2.46	0.000	2.54
Concrete trucks	381	0.57	3	20	60	568.3	0.040	7.41	0.001	7.57
Dozer	358	0.4	7	20	140	568.3	0.059	11.39	0.001	11.76
						Totals		26.00	0.002	26.74

Tide Gate Replacement

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

On-road Vehicle Emission Factors

Veh Type	Emission Factors (grams per mile)							
	ROG	CO	NO _x	CO ₂	PM ₁₀	PM _{2.5}	CH ₄	N ₂ O
LDA	0.0470	1.4571	0.1275	370.2	0.0023	0.0021	0.0278	0.0294
LDT1	0.1334	3.9377	0.3780	425.9	0.0061	0.0056	0.0315	0.0433
LDT2	0.0603	2.0907	0.2493	504.9	0.0025	0.0023	0.0315	0.0433
<i>Weighted Average</i>	<i>0.0719</i>	<i>2.2356</i>	<i>0.2206</i>	<i>417.8</i>	<i>0.0033</i>	<i>0.0030</i>	<i>0.0296</i>	<i>0.0364</i>
T6 instate construction small	0.2308	0.9015	4.7930	1,136.6	0.1754	0.1613	0.0010	0.0015
T7 single construction	0.3231	1.5162	11.1663	1,747.8	0.2130	0.1960	0.0051	0.0048

Notes: - Criteria and CO₂ factors come from EMFAC2011 and represent 2014 Estimated Annual Emission Rates for Los Angeles County in the South Coast Air Basin

- CH₄ and N₂O factors come from Local Government Operations Protocol: For the quantification and reporting of greenhouse gas emissions inventories. Version 1.1. California Air Resources Board, California Climate Action Registry, ICLEI - Local Governments for Sustainability, and The Climate Registry. May 2010*
- Weighted Average is 50% LDA & 25% LDT1 and LDT2*

Air Quality/Climate Change Calculations

2014 Off-road Emission Factors

Veh Type	BHP	Load Factor	Emission Factor (g/bhp-hr)						
			ROG	CO	NO _x	PM ₁₀	PM _{2.5}	CO ₂	CH ₄
Excavator	157	0.38	0.574	3.372	4.215	0.231	0.231	568.3	0.051
Loader	75	0.36	0.696	3.848	4.671	0.369	0.369	568.3	0.062
Concrete truck	381	0.57	0.452	1.283	3.770	0.125	0.125	568.3	0.040
Dozer	358	0.40	0.658	2.854	5.490	0.227	0.227	568.3	0.059
Crane	208	0.43	0.496	1.427	4.605	0.160	0.160	588.3	0.044

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