Appendices

Appendix A

Initial Study, Notice of Preparation (NOP), and NOP Comment Letters

Appendix A.1

Initial Study

City of Los Angeles

Department of City Planning • Environmental Analysis Section

City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012

INITIAL STUDY

PALMS–MAR VISTA–DEL REY COMMUNITY PLAN AREA

Paseo Marina Project

Case Number: ENV-2016-3343-EIR

Project Location: 13400–13450 Maxella Avenue & 4305–4363 Glencoe Avenue, Marina del Rey, California 90292

Council District: 11—Mike Bonin

Project Description: Sares-Regis Group, the Project Applicant, proposes the Paseo Marina Project, a new mixed-use development, on an approximately 6.06-acre (263,811 square feet) portion of the existing Marina Marketplace shopping center located in the Palms–Mar Vista–Del Rey Community Plan area of the City of Los Angeles (Project Site). The Project would replace three existing shopping center-related buildings and associated surface parking areas within the Project Site with the construction of a new mixed-use development consisting of 658 multi-family residential units and an estimated 27,300 square feet of neighborhood-serving commercial uses, including approximately 13,650 square feet of retail space and approximately 13,650 square feet of restaurant space. The proposed multi-family residential and commercial uses would be provided within three seven-story buildings with a maximum height of approximately 77 feet. In accordance with the requirements of the Los Angeles Municipal Code (LAMC), the proposed uses would be supported by 1,217 parking spaces, which would be distributed throughout the Project Site in two subterranean parking levels and in two above-grade parking levels located within each of the three buildings. The Project would include residential lobbies and leasing areas, pools, a spa, and outdoor kitchens with lounges and seating. In addition, per the requirements set forth in the LAMC, the Project would provide approximately 70,175 square feet of open space. Overall, the Project would remove approximately 100,781 square feet of existing commercial floor area and construct approximately 674,329 square feet of new residential and commercial floor area, resulting in a net increase of 573,548 square feet of net new floor area within the Project Site, for a total floor area ratio of approximately 2.6:1.

APPLICANT:	**PREPARED BY:**	**ON BEHALF OF:**
Sares-Regis Group	Eyestone Environmental	The City of Los Angeles Department of City Planning Major Projects Section

JUNE 2017

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CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 615, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY
AND APPENDIX G CHECKLIST

(Article IV B City CEQA Guidelines)

LEAD CITY AGENCY	COUNCIL DISTRICT	DATE
City of Los Angeles Department of City Planning	11—Mike Bonin	June 9, 2017

RESPONSIBLE AGENCIES

Including, but not limited to, the Regional Water Quality Control Board, South Coast Air Quality Management District

PROJECT TITLE/NO.	CASE NO.
Paseo Marina	ENV-2016-3343-EIR

PREVIOUS ACTIONS CASE NO.	☐ DOES have significant changes from previous actions. ☐ DOES NOT have significant changes from previous actions.

PROJECT DESCRIPTION:

Sares-Regis Group, the Project Applicant, proposes the Paseo Marina Project, a new mixed-use development, on an approximately 6.06-acre (263,811 square feet) portion of the existing Marina Marketplace shopping center located in the Palms–Mar Vista–Del Rey Community Plan area of the City of Los Angeles (Project Site). The Project would replace three existing shopping center-related buildings within the Project Site that together comprise approximately 100,781 square feet and associated surface parking areas with the construction of a new mixed-use development consisting of 658 multi-family residential units and an estimated 27,300 square feet of neighborhood-serving commercial uses, including approximately 13,650 square feet of retail space and approximately 13,650 square feet of restaurant space. The proposed multi-family residential and commercial uses would be provided within three seven-story buildings with a maximum height of approximately 77 feet. In accordance with the requirements of the Los Angeles Municipal Code (LAMC), the proposed uses would be supported by 1,217 parking spaces, which would be distributed throughout the Project Site in two subterranean parking levels and in two above-grade parking levels located within each of the three buildings. The Project would include residential lobbies and leasing areas, pools, a spa, and outdoor kitchens with lounges and seating. In addition, per the requirements set forth in the LAMC, the Project would provide approximately 70,175 square feet of open space, including paved plazas with seating, landscaped paseos, and landscaped open space at the ground level that would be privately maintained and publicly accessible. The proposed plazas located along the northwest portion and in the center of the Project Site would connect to a publicly accessible, privately maintained open space area, including a one-story amenity building and additional seating, located along the southwestern portion of the Project Site via an outdoor pedestrian paseo that would run east–west and north–south through the center of the Project Site. Overall, the Project would remove approximately 100,781 square feet of existing commercial floor area and construct approximately 674,329 square feet of new residential and commercial floor area, resulting in a net increase of 573,548 square feet of net new floor area within the Project Site, for a total Floor Area Ratio of approximately 2.6:1.

The entitlements being requested for the Project include, but may not be limited to, the following:

1. Pursuant to LAMC Section 11.5.6 and Section 12.32, General Plan Amendment to the Palms-Mar Vista-Del Rey Community Plan to change the Community Plan land use designation from Limited Manufacturing to General Commercial,
2. Pursuant to LAMC Section 12.32.Q, a Vesting Zone and Height District Change from [Q]M1-1 to (T)(Q)C2-2D,

3. Pursuant to LAMC Section 16.05, Site Plan Review,
4. Pursuant to LAMC Section 12.24.W, Master Conditional Use Permit to allow the onsite and offsite sale of a full line of alcoholic beverages,
5. Pursuant to LAMC Section 12.20.2, Coastal Development Permit,
6. Pursuant to LAMC Section 12.20.2, Mello Act Compliance Review,
7. Pursuant to LAMC Section 17.15, Vesting Tentative Tract Map and haul route,
8. Pursuant to LAMC Section 17.50.B.3(c), Lot Line Adjustment, and
9. Other discretionary and ministerial permits and approvals that may be deemed necessary, including but not limited to haul route, temporary street closure permits, grading permits, excavation permits, foundation permits, and building permits.

Refer to Attachment A: Project Description, of this Initial Study, for a detailed description of the Project.

ENVIRONMENTAL SETTING:

The Project Site comprises a 6.06-acre portion of the existing Marina Marketplace Shopping Center located in the Palms–Mar Vista–Del Rey Community of the City of Los Angeles. The Project Site is located approximately 11 miles southwest of downtown Los Angeles and approximately 1.6 miles east of the Pacific Ocean. The Project Site is generally bounded by Maxella Avenue to the north, Glencoe Avenue to the east, the existing Pavilions grocery store and associated parking within the Marina Marketplace to the south, and Stella apartments to the west. Primary regional access is provided by California State Route 90 (SR-90) via the San Diego Freeway (I-405), which runs north–south approximately 2 miles southeast of the Project Site. Major arterials providing regional access to the Project Site vicinity include Lincoln Boulevard/Pacific Coast Highway, Washington Boulevard, Venice Boulevard/Culver Boulevard, and Centinela Avenue. The area surrounding the Project Site is highly urbanized and includes a mix of low- to high-rise buildings containing a variety of land uses. Predominantly mid- to high-rise, high-density commercial, office, and multi-family residential uses line Lincoln Boulevard/Pacific Coast Highway, generally transitioning to lower density multi-family neighborhoods to the east and west of Lincoln Boulevard/Pacific Coast Highway. Land uses surrounding the Project Site specifically include commercial, retail, and residential uses to the north-northeast, along Maxella Avenue; multi-family residential uses to the east, along Glencoe Avenue; additional Marina Marketplace shopping center-related commercial and retail uses and associated parking to the south; the six-story multi-family Stella apartment complex to the west; and the Hotel MdR and associated parking located southwest of the Project Site.

PROJECT LOCATION

13450 Maxella Avenue, Marina Del Rey, California 90292

PLANNING DISTRICT	**STATUS:**
Palms–Mar Vista–Del Rey Community Plan Area	☐ **PRELIMINARY** ☐ **PROPOSED** _____ _____ _____ ☒ **ADOPTED**

EXISTING ZONING	**MAX. DENSITY ZONING**	☐ **DOES CONFORM TO PLAN**
[Q]M1-1 (Qualified Limited Industrial, Height District 1)	M1-1: 1.5:1	
PLANNED LAND USE & ZONE	**MAX. DENSITY PLAN**	☒ **DOES NOT CONFORM TO PLAN**
CM, MR1, M1 (Limited Manufacturing)	M1-1: 1.5:1	
SURROUNDING LAND USES	**PROJECT DENSITY**	☐ **NO DISTRICT PLAN**
Residential, commercial, and hotel	C2-2D: 2.6:1	

☞ ☐ **DETERMINATION (To be completed by Lead Agency)**

On the basis of this initial evaluation:

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

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

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

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

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

	Planning Assistant
SIGNATURE	**TITLE**

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analysis," cross referenced).

5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
    a) Earlier Analysis Used. Identify and state where they are available for review.
    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated

7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

9) The explanation of each issue should identify:
    a. The significance criteria or threshold, if any, used to evaluate each question; and
    b. The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

☞ ☐ **BACKGROUND**

PROPONENT NAME	**PHONE NUMBER**
Sares-Regis Group	(949) 809-2502
PROPONENT ADDRESS	
18825 Bardeen Avenue, Irvine, California 92612	
AGENCY REQUIRING CHECKLIST	**DATE SUBMITTED**
City of Los Angeles, Department of City Planning	June 9, 2017
PROPOSAL NAME (If Applicable)	
Paseo Marina	

☞ ☐ **ENVIRONMENTAL IMPACTS**

(Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

Refer to Attachment B: Explanation of Checklist Determinations, of this Initial Study, for detailed explanations to this Initial Study Checklist.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☐	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐
II. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a. 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?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in 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))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. 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?	☐	☐	☐	☒
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐
c. 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 ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
IV. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat 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 Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
or ordinance?				
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
V. CULTURAL RESOURCES: Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☒	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐
VI. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault caused in whole or in part by the project's exacerbation of the existing environmental conditions? Refer to Division of Mines and Geology Special Publication 42.	☒	☐	☐	☐
ii. Strong seismic ground shaking caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☒	☐	☐	☐
iii. Seismic-related ground failure, including liquefaction caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☒	☐	☐	☐
iv. Landslides, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☒	☐	☐	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☒	☐	☐	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994),	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
creating substantial risks to life or property caused in whole or in part by the project's exacerbation of the existing environmental conditions?				
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☒	☐	☐	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☒	☐	☐	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment caused in whole or in part from the project's exacerbation of existing environmental conditions?	☒	☐	☐	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands caused in whole or in part from the project's exacerbation of existing environmental conditions?	☐	☐	☐	☒
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	☒	☐	☐	☐
b. 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)?	☒	☐	☐	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☒	☐	☐	☐
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?	☒	☐	☐	☐
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☒	☐	☐	☐
f. Otherwise substantially degrade water quality?	☒	☐	☐	☐
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐
X. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	☐	☐	☒	☐
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
XI. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
XII. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XIII. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES. 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:				
a. Fire protection?	☒	☐	☐	☐
b. Police protection?	☒	☐	☐	☐
c. Schools?	☒	☐	☐	☐
d. Parks?	☒	☐	☐	☐
e. Other public facilities?	☒	☐	☐	☐
XV. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☒	☐	☐	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☒	☐	☐	☐
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a. 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?	☒	☐	☐	☐
b. 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?	☒	☐	☐	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☒	☐
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Result in inadequate emergency access?	☒	☐	☐	☐
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☒	☐	☐	☐
XVII. TRIBAL CULTURAL RESOURCES.				
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☒	☐	☐	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☒	☐	☐	☐
XVIII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☒	☐	☐	☐
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☒	☐	☐	☐
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐
f. Be served by a landfill with sufficient permitted capacity	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
to accommodate the project's solid waste disposal needs?				
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐
h. Other utilities and service systems?	☒	☐	☐	☐

XIX. MANDATORY FINDINGS OF SIGNIFICANCE.

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
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).	☒	☐	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

☞ **DISCUSSION OF THE ENVIRONMENTAL EVALUATION** **(Attach additional sheets if necessary)**

PREPARED BY	TITLE	TELEPHONE #	DATE
Eyestone Environmental 2121 Rosecrans Avenue, Suite 3355 El Segundo, CA 90245		(424) 207-5333	June 9, 2017

A. Project Description

Attachment A: Project Description

A. Introduction

Sares-Regis Group, the Project Applicant, proposes the Paseo Marina Project (Project), a new mixed-use development, on an approximately 6.06-acre (263,811 square feet) portion of the existing Marina Marketplace shopping center (Project Site) located in the Palms–Mar Vista–Del Rey Community Plan (Community Plan) area of the City of Los Angeles (City). The Project would replace three existing shopping center-related buildings within the Project Site that together comprise approximately 100,781 square feet[1] and associated surface parking areas with a new mixed-use development consisting of 658 multi-family residential units and an estimated 27,300 square feet of neighborhood-serving commercial uses, including approximately 13,650 square feet of retail space and approximately 13,650 square feet of restaurant space. The proposed multi-family residential and commercial uses would be provided within three seven-story buildings with a maximum height of approximately 77 feet. In accordance with the requirements of the Los Angeles Municipal Code (LAMC), the proposed uses would be supported by 1,217 parking spaces, which would be distributed throughout the Project Site in two subterranean parking levels and in two above-grade parking levels located within each of the three buildings. The Project would include residential lobbies and leasing areas, pools, a spa, and outdoor kitchens with lounges and seating. In addition, per the requirements set forth in the LAMC, the Project would provide approximately 70,175 square feet of open space, including paved plazas with seating, landscaped paseos, and landscaped open space at the ground level that would be privately maintained and publicly accessible. The proposed plazas located along the northwest portion and in the center of the Project Site would connect to a publicly accessible, privately maintained open space area, including a one-story amenity building and additional seating located along the southwestern portion of the Project Site via an outdoor pedestrian paseo that would run north–south and east–west through the center of the Project Site. Overall, the Project would remove approximately 100,781 square feet of existing commercial floor area and construct approximately 674,329 square feet of new residential and commercial floor area, resulting in a net increase of 573,548 square feet of net new floor area within the Project Site for a total floor area ratio (FAR) of approximately 2.6 to 1.

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[1] *All square-footage numbers represent floor area as defined by LAMC Section 12.03.*

B. Project Location and Surrounding Uses

The Project Site comprises an approximate 6.06-acre portion of the existing Marina Marketplace Shopping Center located in the Palms–Mar Vista–Del Rey Community Plan area of the City of Los Angeles. The Project Site is located approximately 11 miles southwest of downtown Los Angeles and approximately 1.6 miles east of the Pacific Ocean. The Project Site is generally bounded by Maxella Avenue to the north, Glencoe Avenue to the east, the existing Pavilions grocery store and associated parking within the Marina Marketplace to the south,[2] and Stella apartments to the west. As shown in Figure A-1 on page A-3, primary regional access is provided by California State Route 90 (SR-90) via the San Diego Freeway (I-405), which runs north–south approximately two miles southeast of the Project Site. Major arterials providing regional access to the Project Site vicinity include Lincoln Boulevard/Pacific Coast Highway, Washington Boulevard, Venice Boulevard/Culver Boulevard, and Centinela Avenue. Public transit service in the vicinity of the Project Site is currently provided by the Los Angeles County Metropolitan Transit Authority (Metro), Los Angeles Department of Transportation Transit Commuter Express, Culver City Bus, and City of Santa Monica Big Blue Bus. There are two bus stops adjacent to the Project Site, along Maxella Avenue. Both bus stops are operated by Culver City Bus while one bus stop is also operated by the City of Santa Monica Big Blue Bus.

As shown in the aerial photograph provided in Figure A-2 on page A-4, the area surrounding the Project Site is highly urbanized and includes a mix of low- to high-rise buildings containing a variety of land uses. Predominantly mid- to high-rise, high-density commercial, office, and multi-family residential uses line Lincoln Boulevard/Pacific Coast Highway, generally transitioning to lower density multi-family neighborhoods to the east and west of Lincoln Boulevard/Pacific Coast Highway. Land uses surrounding the Project Site specifically include commercial, retail, and residential uses to the north-northeast, along Maxella Avenue; multi-family residential uses to the east, along Glencoe Avenue; additional Marina Marketplace shopping center-related commercial and retail uses and associated parking to the south; the six-story multi-family Stella apartment complex to the west; and the Hotel MdR and associated parking located southwest of the Project Site.

[2] *The requested approvals include a proposed lot line adjustment that would create a new southern boundary to the north off the existing grocery store. The remnant parcel is not a part of the Project Site, and no new development is proposed on this site.*

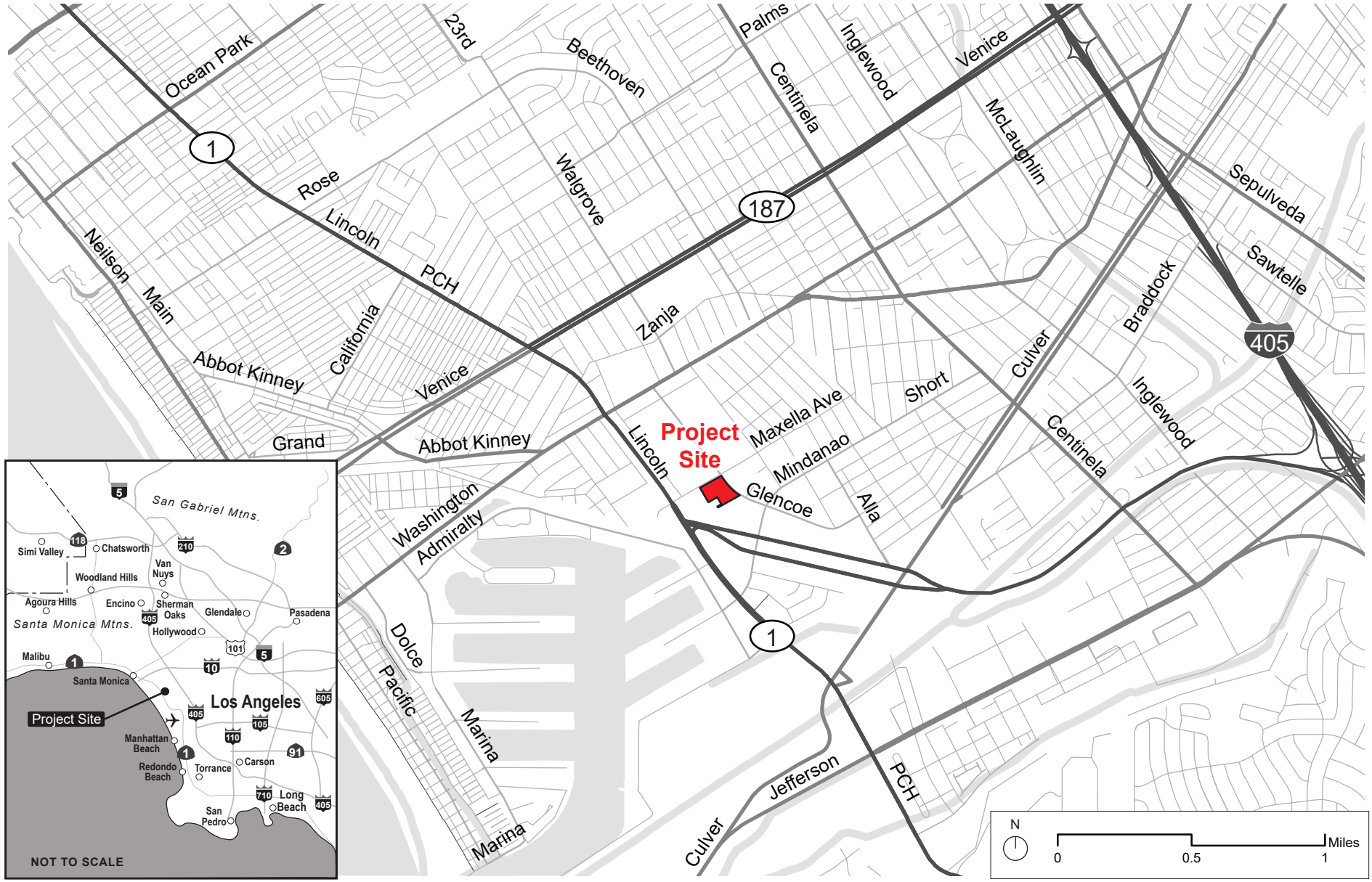


Figure A-1
Project Location Map

Source: Los Angeles County GIS, 2015; Eyestone Environmental, 2016.

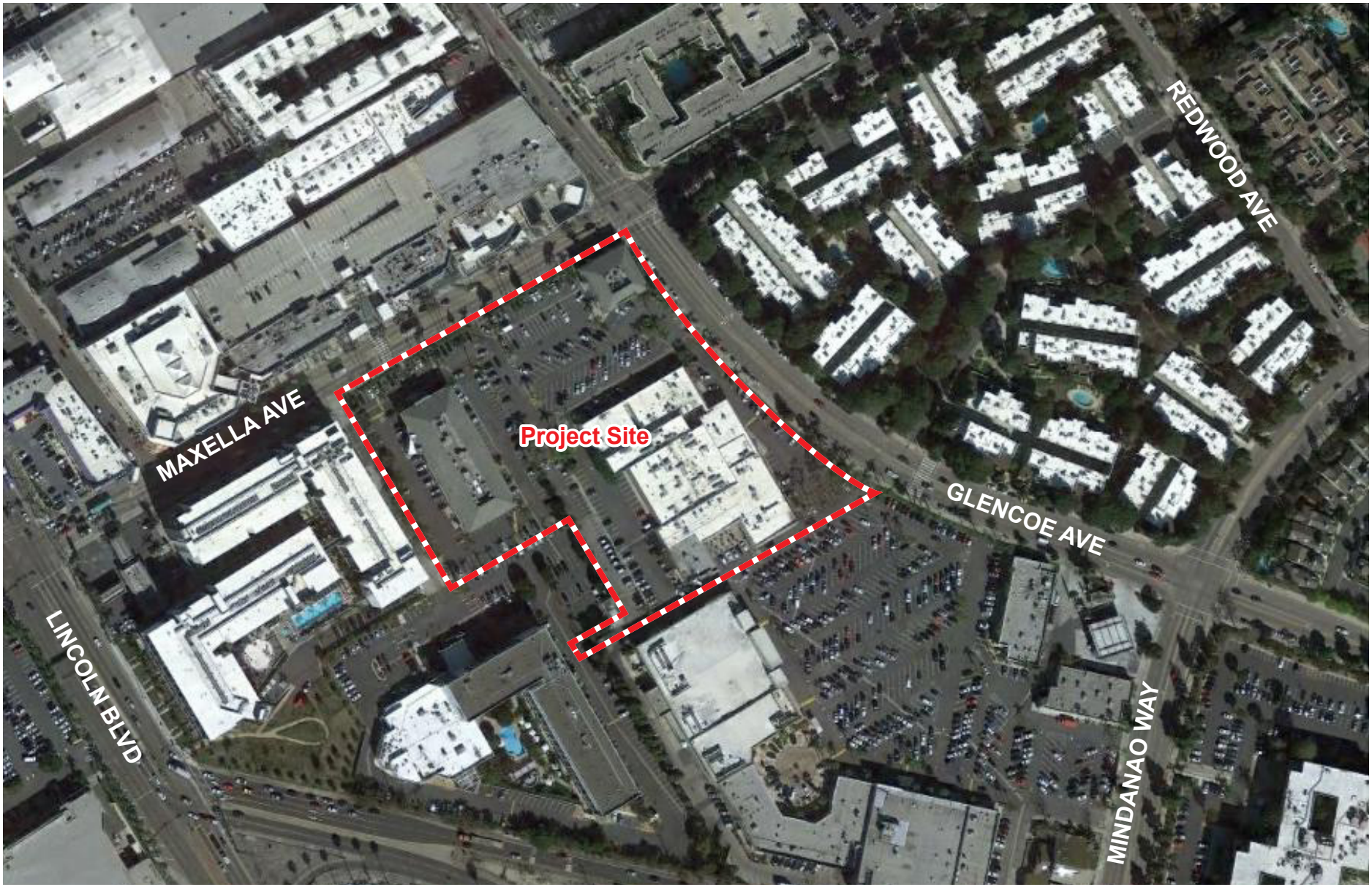


Figure A-2
Aerial Photograph of Project Vicinity

Source: Google Earth, 2016.

C. Existing Conditions

1. Existing Project Site Conditions

The Project Site is currently occupied by three structures, including a two-story Barnes & Noble bookstore located along the northeast corner of the Project Site, near the Maxella Avenue and Glencoe Avenue intersection; a single-story building providing a variety of retail uses located generally within the southern portion of the Project Site, along Glencoe Avenue; a two-story commercial and retail building located generally within the western portion of the Project Site; and surface parking and circulation areas. The existing surface parking areas within the Project Site include a total of 418 parking spaces. Vehicular access to the Project Site is currently available via driveways on Maxella Avenue and Glencoe Avenue. Pedestrian access is available from the vehicular access points and from other areas along Maxella Avenue and Glencoe Avenue.

Landscaping within the Project Site includes ornamental landscaping and hardscape features. Street trees and trees within the Project Site consist of various non-native species, including palm, pine, fig, gum, fern, cajeput, carrotwood, octopus, strawberry, and olive trees that are not subject to the City's Protected Tree Regulations.[3]

2. Land Use and Zoning

The Project Site is located within the planning boundary of the Palms–Mar Vista–Del Rey Community Plan area and is designated for Limited Manufacturing land uses (CM, MR1, and M1 zones).

The Project Site is zoned by the Los Angeles Municipal Code as [Q]M1-1 (Qualified Limited Industrial, Height District 1). The Limited Industrial zone permits a wide array of land uses. Specifically, the M1 zone permits any commercial land use permitted in the MR1 and C2 zones, in addition to other specified uses including (but not limited to) foundry, rental of equipment commonly used by contractors, stadiums, arenas, auditoriums, and indoor swap meets. Residential uses are generally not permitted. Height District 1 within the M1 zone normally imposes no height limitation and a maximum FAR of 1.5:1. However, pursuant to Ordinance No. 167,962, adopted in 1992, the Q conditions for the Project Site restrict building heights to 45 feet. The Q Conditions also provide that if any use not permitted in the MR1 zone is developed on the Project Site, the FAR for such uses

[3] *The City of Los Angeles Protected Tree Regulations apply to Oak, Southern California Black Walnut, Western Sycamore, and California Bay tree species that are native to Southern California, and excludes trees grown by a nursery or trees planted or grown as part of a tree planting program.*

shall be limited to 0.5 to 1. In addition, per Ordinance No. 167,962, no portion of a building or structure shall exceed 35 feet in height within 50 feet of the Glencoe Avenue right-of-way. The Q conditions also establish recycling and graffiti removal requirements for the Project Site.

The Project Site is also within the boundaries of the Los Angeles Coastal Transportation Corridor Specific Plan established pursuant to Ordinance No. 168,999 from 1993. The intent of the Los Angeles Coastal Transportation Corridor Specific Plan is to:

- Provide a mechanism to fund specific transportation improvements generated by new development within the Specific Plan area;
- Establish the Coastal Transportation Corridor Impact Assessment Fee process;
- Regulate the phased development of land uses, insofar as the transportation infrastructure can accommodate such uses; establish a Coastal Transportation Corridor infrastructure implementation process;
- Promote or increase work-related ridesharing and bicycling; avoid peak-hour level of service on streets and intersections from reaching level of service F;
- Promote the development of coordinated and comprehensive transportation plans; and
- Reduce commute trips; ensure that public transportation facilities will benefit the contributor; and encourage Caltrans to widen the San Diego Freeway for high-occupancy vehicle lanes.

D. Project Characteristics

1. Project Overview

As previously described, the Project would replace three buildings within the existing Marina Marketplace shopping center that together comprise approximately 100,781 square feet and associated surface parking areas with a new mixed-use development consisting of 658 multi-family residential units and an estimated 27,300 square feet of neighborhood-serving commercial uses, including approximately 13,650 square feet of retail space and approximately 13,650 square feet of restaurant space. The proposed multi-family residential and commercial uses would be provided within three seven-story buildings with a maximum height of approximately 77 feet. The proposed uses would be supported by 1,217 parking spaces that would be distributed throughout the Project Site in two subterranean parking levels and in two above-grade parking levels located within each of the three buildings. The Project would include residential lobbies and leasing areas, pools, a spa, and outdoor kitchens with lounges and seating. In addition, per the requirements set

forth in the LAMC, the Project would provide approximately 70,175 square feet of open space, including paved plazas with seating, landscaped paseos, and landscaped open space at the ground level that would be privately maintained and publicly accessible. The proposed plazas located along the northwest portion and in the center of the Project Site would connect to a publicly accessible, privately maintained open space area, including a one-story amenity building and additional seating, located along the southwestern portion of the Project Site via north–south and east–west pedestrian paseos. Overall, as summarized in Table A-1 on page A-8, the Project would remove approximately 100,781 square feet of existing commercial floor area and construct approximately 674,329 square feet of new residential and commercial floor area, resulting in a net increase of 573,548 square feet of net new floor area within the Project Site. A conceptual site plan of the proposed development is provided in Figure A-3 on page A-9.

2. Project Design

As shown in Figure A-3, the proposed multi-family residential and neighborhood-serving commercial uses would be provided within three buildings (herein referred to as Building 1, Building 2, and Building 3) that would be organized around an outdoor pedestrian paseo that would be orientated both east–west across the Project[4] Site and north–south through the center of the Project Site and connect to a public plaza along the northwestern portion of the Project Site and a publicly accessible, privately maintained open space area along the southwestern portion of the Project Site. Building 1 would comprise a seven-story, mixed-use structure located along the western portion of the Project Site, adjacent to an access driveway and the Stella apartments. Building 2 would comprise a seven-story, mixed-use structure located at the southwest corner of Maxella Avenue and Glencoe Avenue. Building 3, located within the southern portion of the Project Site, also along Glencoe Avenue, would comprise a seven-story, mixed-use structure. As shown in Figure A-3, the proposed commercial uses would be concentrated at the ground level within each of the buildings. Also at the ground level, the Project would include townhomes, residential lobbies, and leasing areas. As shown in Figure A-3, above the second story of Building 1, Building 2, and Building 3 would be a podium level, which would include amenities such as pools, a spa, and outdoor kitchens with lounges and seating. The proposed multi-family dwelling units consisting of studio, 1-bedroom, and 2-bedroom units would be distributed from the ground level up to the seventh story of the three buildings. The proposed buildings would reach an approximate height of 77 feet above grade level. Along Glencoe Avenue, Building 2 and Building 3 would feature building step backs to form landscaped terraces on the seventh floor that would, in conjunction

[4] *The east–west paseo would be pedestrian-orientated, but would also provide emergency vehicle access for the Project.*

Table A-1
Summary of Existing and Proposed Floor Area[a]

Land Use	Existing	Proposed Demolition	Proposed Construction	Net New
Commercial (retail/restaurant uses)	100,781 sf	(100,781 sf)	27,300 sf	(73,481 sf)
Residential	0	0	647,029 sf (658 du)	647,029 sf (658 du)
Total	**100,781 sf**	**(100,781 sf)**	**674,329 sf** (658 du)	**573,548 sf** (658 du)

du = dwelling unit

sf = square feet

[a] *Square footage is calculated pursuant to the LAMC definition of floor area for the purpose of calculating FAR. In accordance with LAMC Section 12.03, floor area is defined as: "[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas."*

Source: Eyestone Environmental, 2017.

with the amenity deck at the podium level, serve to reduce the apparent height of these buildings when viewed from Glencoe Avenue.

The proposed mixed-use buildings would be designed in a contemporary architectural style. Cantilevered balcony decks, horizontal overhangs, and canopies would be integrated with vertical fins and other architectural elements, such as balcony and stair railing and shading devices. These architectural elements would provide horizontal and vertical articulation that would serve to break up the building planes and modulate building massing. A variety of exterior finishes, materials, and textures would be integrated into the overall design of the various buildings, including tile or stone veneer, storefront windows, aluminum louvers, wood exterior plaster, glass railings, and integrated signage and lighting.

Building 1 would be set back approximately 43 feet from the property line along Maxella Avenue and approximately 15 feet from the property line on the west. Building 2 would be set back approximately 11 feet from the property line along Maxella Avenue. Building 2 and Building 3 would be set back approximately 15 feet from the property line along Glencoe Avenue. Building 3 would also be set back approximately 20 feet from the primary shopping center access driveway located south of the Project Site ingress and egress to Glencoe Avenue.



Figure A-3
Conceptual Site and Landscape Plan

Source: TCA Architects, Meléndrez, 2016.

3. Access, Circulation, and Parking

As previously described, the proposed buildings would be organized around an outdoor pedestrian paseo that would run east–west and north–south through the center of the Project Site. The pedestrian paseo, which would extend to the proposed public plaza along the northwestern portion of the Project Site and the proposed publicly accessible, privately maintained open space area along the southwestern portion of the Project Site, has been designed to connect the Project Site with the Marina Marketplace shopping center uses to the north and south of the Project Site. The east–west paseo would also provide access for emergency vehicles.

As shown in Figure A-3 on page A-9, vehicular access to the Project Site would be provided via five driveways, including two entry/exit driveways along the access driveway located adjacent to Building 1, one entry/exit driveway along Maxella Avenue, one entry/exit driveway along Glencoe Avenue, and one entry/exit driveway located along the southern boundary of the Project Site. Trash collection trucks would access the Project Site primarily from Glencoe Avenue and from Hotel Drive, adjacent to Building 1. The trash collection area would be enclosed and would not be visible to the surrounding uses.

As shown in Figure A-3, new pedestrian access points would be created throughout the Project Site via the pedestrian paseo and internal street. From the pedestrian paseo and the public plaza proposed along the northwestern portion of the Project Site, pedestrians would be able to access Marina Marketplace shopping center-related uses across Maxella Avenue via the existing pedestrian crosswalk along Maxella Avenue. At the southern terminus of the pedestrian paseo, pedestrians would be able to access Marina Marketplace shopping center-related uses south of the Project Site. Bicycle access would also be provided throughout the Project Site, including via the vehicular access points on Glencoe Avenue and Maxella Avenue. Bicycle storage areas would be included in the ground-floor level of the proposed buildings. In total, approximately 724 bicycle parking spaces (658 long-term spaces and 66 short-term spaces) would be provided for the proposed residential uses, and approximately 28 bicycle parking spaces would be provided to support the retail uses.

As described above, the proposed uses would be supported by 1,217 parking spaces that would be distributed throughout the Project Site in two subterranean levels that would extend to a depth of approximately 28 feet and in two above grade parking levels located within each of the three buildings. Parking for residents would be provided primarily within the above- and below-grade parking levels within the buildings while parking for the commercial uses would be provided primarily within the ground floor parking levels. The Project would comply with City requirements for providing electric vehicle charging capabilities and electric vehicle charging stations within the proposed parking.

4. Landscaping and Open Space

The Project would provide a variety of open space and recreational amenities. Private open space and recreational amenities available to Project residents and guests of residents would include: balconies, paved plazas with seating, landscaped paseos, courtyard areas at the podium level, landscaped open space, pools, a spa, and outdoor kitchens with lounges and seating areas. To enhance the streetscape, a landscaped public plaza would be provided at the northwest corner of the Project Site, along Maxella Avenue, that would connect to a landscaped pedestrian paseo. From here, the pedestrian paseo would extend south to a proposed publicly accessible, privately maintained open space area that would be provided near the southwest corner of the Project Site. Trees and other landscaping features would also be planted throughout the Project Site and along Maxella Avenue and Glencoe Avenue to activate these streets and provide a pedestrian-friendly environment. In total, the Project would provide approximately 70,175 square feet of open space in accordance with the open space requirements set forth in the Los Angeles Municipal Code.

5. Lighting and Signage

The Project would include low-level exterior lights adjacent to the proposed buildings and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping elements would also be incorporated throughout the Project Site. All lighting would comply with current energy standards and codes as well as design requirements while providing appropriate light levels. Project lighting would be designed to provide efficient and effective on-site lighting while minimizing light trespass from the Project Site, reducing sky-glow, and improving nighttime visibility through glare reduction. Specifically, all on-site exterior lighting, including lighting fixtures on the pool deck, would be automatically controlled via photo sensors to illuminate only when required and would be shielded or directed toward areas to be illuminated to limit spill-over onto nearby residential uses. Where appropriate, interior lighting would be equipped with occupancy sensors and/or timers that would automatically extinguish lights when no one is present. All exterior and interior lighting shall meet high energy efficiency requirements utilizing light-emitting diode (LED) or efficient fluorescent lighting technology. New street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would be approved by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light and glare on adjacent properties.

Proposed signage would be designed to be aesthetically compatible with the proposed architecture of the Project Site and with the requirements of the Los Angeles Municipal Code. Proposed signage would include identity signage, either blade or

monument, on the three major Project Site corners, building and tenant signage, and general ground level and way-finding pedestrian signage. No off premises or billboard advertising is proposed as part of the Project. The Project would also not include signage with flashing, mechanical, or strobe lights. In general, new signage would be architecturally integrated into the design of the proposed buildings and would establish appropriate identification for the residential and commercial uses. Project signage would be illuminated via low-level, low-glare external lighting, internal halo lighting, or ambient light. Exterior lighting for signage would be directed onto signs to avoid creating off-site glare. Illumination used for Project signage would comply with light intensities set forth in the LAMC and as measured at the property line of the nearest residentially zoned property.

6. Sustainability Features

The Project's design is based on principles of smart growth and environmental sustainability, as evidenced by its mixed-use composition, emphasis on walkability and public open space, bike-friendly environment, proximity to public transit including bus stops adjacent to the Project Site as described above, and the presence of existing infrastructure needed to serve the proposed uses. The new buildings would be designed and constructed to incorporate environmentally sustainable design features equivalent to a minimum Silver certification under the U.S. Green Building Council's LEED® Rating System for new construction. "Green" principles would be incorporated throughout the Project to comply with the City of Los Angeles Green Building Code (Ordinance No. 181,480). Such features would include energy-efficient buildings, a pedestrian- and bicycle-friendly site design, and water conservation and waste reduction measures, among others. The Project would also utilize sustainable planning and building strategies and would incorporate the use of environmentally friendly materials, such as non-toxic paints and recycled finish materials wherever possible. In accordance with CEQA Guidelines Appendix F, the EIR will provide further information as to energy-consuming equipment and processes that would be used during construction and operation of the Project, energy requirements of the Project, energy conservation equipment and design features of the Project, energy supplies that would serve the Project, and total estimated daily vehicle trips that would be generated by the Project. The Project would include the following sustainability features:

Energy Conservation and Efficiency

- Meeting or exceeding Title 24, Part 6, California Energy Code baseline standard requirements for energy efficiency, based on the 2016 Building Energy Efficiency Standards requirements.

- Compliance with the required measures of CALGreen and implementation of additional efficiency measures to achieve a reduction in energy consumption relative to the American Society of Heating, Refrigerating and Air-Conditioning

Engineers (ASHRAE) 90.1-2007 standard but no less than minimum compliance with the 2016 California energy efficiency standards (Title 24, Part 6). Some energy efficiency design strategies may include the incorporation of energy-efficient heating, ventilation, and air conditioning (HVAC) systems, lighting and appliances.

- Use of Energy Star–labeled products and appliances, including dishwashers in the residential units, where appropriate.

- Use of LED lighting or other energy-efficient lighting technologies, such as occupancy sensors or daylight harvesting and dimming controls, where appropriate, to reduce electricity use.

- Incorporation of energy-efficient design methods and technologies, when feasible, such as centralized chiller plant with rooftop ventilation; high performance window glazing; undergrounding parking to reduce heat island effects; passive energy efficiency strategies, such as façade shading, roof overhangs, porches, and inner courtyards; high efficiency domestic heaters; and enhanced insulation to minimize solar heat gain.

- Inclusion of outdoor air flow, additional outdoor air ventilation, and use of low emitting materials to promote indoor environmental quality.

- Use of natural ventilation, when conditions permit, to reduce energy use and carbon emissions, while improving occupant health and productivity.

- Incorporation of generous operable windows and high performance window glazing; shading of unit fenestration through balcony overhangs to prevent excess heat; and use of natural light.

- Use of insulated plumbing pipes and high efficiency domestic water heaters.

- Use of updated boiler controls to improve efficiency.

- Use of refrigerants that reduce ozone depletion.

- Use of energy-efficient electrical and mechanical equipment.

- Provision of conduit that is appropriate for future photovoltaic and solar thermal collectors.

- Post-construction commissioning of building energy systems performed on an ongoing basis to ensure all systems are running at optimal efficiency.

Water Conservation

- Inclusion of water conservation measures in accordance with Los Angeles Department of Water and Power requirements for new development in the City of Los Angeles (e.g., high-efficiency fixtures and appliances, weather-based irrigation systems, drought-tolerant landscaping).

- Use of drought-tolerant plants and indigenous species, storm water collection through a first flush filtration system of rain gardens where possible, permeable pavement wherever possible, and storm water filtration planters to collect roof water.

- Use of high-efficiency toilets, including dual-flush water closets, and no-flush or waterless urinals in all non-residential restrooms, as appropriate.

- Use of non-residential restroom faucets and non-residential kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5 gallons per minute. Use of restaurant kitchen faucets with pre-rinse self-closing spray heads.

- Use of high-efficiency shower heads at 1.8 gallons per minute. Install zero showers with multiple shower heads.

- Use of non-residential restroom or non-hotel room faucets of a self-closing design (i.e., that would automatically turn off when not in use).

- Use of residential bathroom and kitchen faucets with a maximum flow rate of 1.5 gallons per minute. No more than one showerhead per shower stall, with a flow rate no greater than 2 gallons per minute.

- Use of high-efficiency Energy Star–rated clothes washers.

- Use of high-efficiency Energy Star–rated dishwashers, where appropriate.

- Prohibition of the use of single-pass cooling equipment (i.e., equipment in which water is circulated once through the system and then drains for disposal with no recirculation).

- Consideration of individual metering and billing for water use of all residential uses and exploration of metering for commercial spaces.

- Use of weather-based irrigation controller with rain shutoff, matched precipitation (flow) rates for sprinkler heads, and rotating sprinkler nozzles or comparable technology such as drip/micro spray/subsurface irrigation where appropriate.

- Installation of a separate water meter (or submeter), flow sensor, and master valve shutoff for irrigated landscape areas totaling 5,000 square feet and greater.

- Use of proper hydro-zoning and turf minimization, as feasible.
- Use of landscape contouring/bioswales, rain gardens, cisterns, and/or tree pits to minimize precipitation runoff.
- Reduction of indoor water use by installing water fixtures that exceed applicable standards.

Water Quality

- Installation of pre-treatment stormwater infrastructure for the stormwater runoff tributary to the on-site stormwater treatment system.
- Reduce stormwater runoff through the introduction of new landscaped areas throughout the Project Site and/or on the structure.
- Installation of catch basin inserts and screens to provide runoff contaminant removal.

Solid Waste

- Use of building materials with a minimum 10 percent recycled-content for the construction of the Project.
- Implementation of a construction waste management plan to recycle and/or salvage nonhazardous construction debris or minimize the generation of construction waste.

Transportation

- Allocation of preferred parking for alternative-fuel vehicles, low-emitting, and fuel-efficient and ride-sharing vehicles.
- Provision of electric vehicle charging stations in accordance with City requirements.

Air Quality

- Employment of practices that prohibit the use of chlorofluorocarbons (CFCs) in HVAC systems.
- Installation of MERV 8 filtration at outside air intakes to improve indoor air quality.
- Meeting applicable California and/or Los Angeles air emissions requirements for all heating or cogeneration equipment utilized at the Project Site.

- Installation of landscaping throughout the Project Site, including roof decks, pool decks, and terraces, to provide shading and capture carbon dioxide emissions.

- Use of adhesives, sealants, paints, finishes, carpet, and other materials that emit low quantities of volatile organic compounds (VOCs) and/or other air quality pollutants.

E. Project Construction and Scheduling

Project construction is anticipated to occur in one phase and be completed in 2023. Construction of the Project, which would be approximately 37 months, would commence with removal of the existing buildings and the existing surface parking areas, followed by grading and excavation for the subterranean parking garage. Building foundations would then be laid, followed by building construction, paving/concrete installation, and landscape installation. It is estimated that approximately 220,000 cubic yards of soil would be hauled from the Project Site during the excavation phase. The haul route from the Project Site is anticipated to be via Glencoe Avenue to Mindanao Way to SR-90. Incoming haul trucks would be anticipated to access the Project Site via SR-90 to Lincoln Boulevard to Maxella Avenue.

F. Necessary Approvals

The City of Los Angeles has the principal responsibility for approving the Project. Approvals required for development of the Project may include, but are not limited to, the following:

- Pursuant to LAMC Section 11.5.6 and Section 12.32, General Plan Amendment to the Palms–Mar Vista–Del Rey Community Plan to change the Community Plan land use designation from Limited Manufacturing to General Commercial;

- Pursuant to LAMC Section 12.32.Q, a Vesting Zone and Height District Change from [Q]M1-1 to (T)(Q)C2-2D;

- Pursuant to LAMC Section 16.05, Site Plan Review;

- Pursuant to LAMC Section 12.24.W, a Master Conditional Use Permit to allow the onsite and offsite sale of a full line of alcoholic beverages;

- Pursuant to LAMC Section 12.20.2, Coastal Development Permit;

- Pursuant to LAMC Section 12.20.2, Mello Act Compliance Review;

- Pursuant to LAMC Section 17.15, Vesting Tentative Tract Map and haul route;

- Pursuant to LAMC Section 17.50.B.3(c), Lot Line Adjustment; and

- Other discretionary and ministerial permits and approvals that may be deemed necessary, including but not limited to haul route, temporary street closure permits, grading permits, excavation permits, foundation permits, and building permits.

B. Explanation of Checklist Determinations

Attachment B: Explanation of Checklist Determinations

The following discussion provides responses to each of the questions set forth in the City of Los Angeles Initial Study Checklist. The responses below indicate those issues that are expected to be addressed in an environmental impact report (EIR) and demonstrate why other issues would not result in potentially significant environmental impacts and thus do not need to be addressed further in an EIR. The questions with responses that indicate a "Potentially Significant Impact" do not presume that a significant environmental impact would result from the Project. Rather, such responses indicate those issues that will be addressed in an EIR with conclusions of impact reached as part of the analysis within the EIR.

I. Aesthetics

Would the project:

a. Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. A scenic vista is a view of a valued visual resource. Scenic vistas generally include views that provide visual access to large panoramic views of natural features, unusual terrain, or unique urban or historic features, for which the field of view can be wide and extend into the distance, and focal views that focus on a particular object, scene, or feature of interest. Visual resources in the vicinity of the Project Site include the Santa Monica Mountains to the north and the Pacific Ocean to the west of the Project Site. However, it is noted that existing northerly views of the Santa Monica Mountains are limited as such views are primarily available from area roadways where there are gaps between existing buildings, including along Glencoe Avenue located east of the Project Site and Mindanao Way located south of the Project Site. Accordingly, large panoramic views of the Santa Monica Mountains are not available in the vicinity of the Project Site. Existing westerly views of the Pacific Ocean are obstructed by existing development, particularly the Stella Apartments located immediately west of the Project Site.

As described in Attachment A, Project Description, of this Initial Study, the Project Site is currently occupied by three structures, including a two-story Barnes & Noble

bookstore located along the northeast corner of the Project Site, near the Maxella Avenue and Glencoe Avenue intersection; a single-story building providing a variety of retail uses located generally within the southern portion of the Project Site, along Glencoe Avenue; a two-story commercial and retail building located generally within the western portion of the Project Site; and surface parking and circulation areas. The Project would replace the three existing buildings and associated surface parking areas within the Marina Marketplace shopping center with three new seven-story buildings, each with an approximate maximum height of 77 feet.

As noted above, northerly views of the Santa Monica Mountains are primarily available from Glencoe Avenue, with very limited views available along Mindanao Way. The Project would be developed west of Glencoe Avenue and within the boundaries of the existing Marina Marketplace shopping center. As such, existing views of the Santa Monica Mountains looking north from Glencoe Avenue would not be obstructed by the Project. In particular, along Glencoe Avenue, the Project would feature building step backs to form landscaped terraces on the seventh floor that would, in conjunction with the amenity deck at the podium level, serve to reduce the apparent height of these buildings when viewed from Glencoe Avenue. Furthermore, while the Project is expected to obstruct a portion of the very limited views of the Santa Monica Mountains available from Mindanao Way looking north across the Project Site, such views are already mostly obstructed by existing development within the Marina Marketplace shopping center and do not represent a scenic vista wherein large expanses of the Santa Monica Mountains are visible. The most prominent views of the Santa Monica Mountains available in the vicinity of the Project Site from Glencoe Avenue would remain with the Project. In addition, as previously discussed, views of the Pacific Ocean across the Project Site to the west are completely obstructed by existing development west of the Project Site, including the Stella Apartments and high-rise towers along Lincoln Boulevard.

Based on the analysis above, the Project would not have a substantial adverse effect on a scenic vista. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a state scenic highway?

Less Than Significant Impact. The Project Site is not located in proximity to a state-designated scenic highway. In addition, street trees and trees within the Project Site consist of various non-native species that are not subject to the City's Protected Tree Regulations. Therefore, the on-site and off-site trees are not considered scenic resources. Furthermore, there are no permanent structures or unique geologic or topographic features located on the Project Site, such as hilltops, ridges, hill slopes, canyons, ravines, rock

outcrops, water bodies, streambeds, or wetlands. The Project Site also does not include any historic buildings or other historic resources. As such, construction and operation of the Project would not substantially damage scenic resources, and impacts to scenic resources within a state- or City-designated scenic highway would be less than significant. No further evaluation of this topic in an EIR is required.

c. Substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Impact. As discussed in Attachment A, Project Description, of this Initial Study, the area surrounding the Project Site is highly urbanized and includes a mix of low- to high-rise buildings containing a variety of land uses. While the proposed buildings would be anticipated to be similar and compatible with the existing visual character and quality of the surrounding area, the Project would change the visual character of the Project Site and its surroundings with the development of three new mid-rise mixed-use buildings on a site that is currently developed with three low-rise commercial buildings and surface parking areas. Furthermore, the Project could cast shadows on surrounding uses, potentially resulting in adverse shading impacts. Therefore, the EIR will analyze the Project's potential effects on visual character and quality.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Impact. The Project Site currently generates moderate levels of artificial light and glare typical of a commercial development. Light sources within the Project Site include low-level security lighting, vehicle headlights, interior lighting emanating from the existing commercial buildings on the Project Site, surface parking lot lighting, and architectural lighting. Glare sources within the Project Site include glass and metal vehicle and building surfaces. The Project would introduce new sources of light and glare associated with the proposed residential and commercial uses, including architectural lighting, signage lighting, interior lighting, and security and wayfinding lighting, which could have the potential to adversely affect daytime and nighttime views. Therefore, further analysis of the Project's potential impacts with regard to light and glare will be provided in the EIR.

II. Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental

effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a. 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?

No Impact. The Project Site is located in an urbanized area of the City of Los Angeles and is currently developed with commercial uses and surface parking areas and is zoned for commercial and industrial uses. No agricultural uses or operations occur on-site or in the vicinity of the Project Site. In addition, the Project Site and surrounding area are not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency Department of Conservation. As such, the Project would not convert farmland to a non-agricultural use. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

b. Conflict with the existing zoning for agricultural use, or a Williamson Act Contract?

No Impact. As discussed in Attachment A, Project Description, of this Initial Study, the Project Site is zoned by the Los Angeles Municipal Code (LAMC) for limited industrial land uses. The Project Site is not zoned for agricultural use under the LAMC. Furthermore, no agricultural zoning is present in the surrounding area. The Project Site and surrounding area are also not enrolled under a Williamson Act Contract.[1] Therefore, the Project would not conflict with any zoning for agricultural uses or a Williamson Act Contract. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in 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))?

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[1] *City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report, http://zimas.lacity.org/, accessed August 8, 2016.*

No Impact. As previously discussed, the Project Site is located in an urbanized area and is currently developed with commercial uses and surface parking areas. The Project Site does not include any forest or timberland. In addition, the Project Site is currently zoned for limited industrial and commercial land uses. The Project Site is not zoned for forest land and is not used as forest land. Therefore, the Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland as defined by the Public Resources Code. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

d. Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As discussed above, the Project Site is located in an urbanized area and does not include any forest or timberland. Therefore, the Project would not result in the loss or conversion of forest land. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

e. 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?

No Impact. The Project Site is located in an urbanized area of the City and is currently developed with commercial uses and surface parking areas. The Project Site and surrounding area are not mapped as farmland or forest land, are not zoned for farmland, agricultural use, or forest land, and do not contain any agricultural uses or forest land. As such, the Project would not result in the conversion of farmland to non-agricultural use or in the conversion of forest land to non-forest use. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

III. Air Quality

Where available and applicable, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a. Conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact. The Project Site is located within the 6,700-square-mile South Coast Air Basin (Basin). Within the Basin, the South Coast Air Quality Management District (SCAQMD) is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone,

particulate matter less than 2.5 microns in size [$PM_{2.5}$], and lead[2]). The SCAQMD's 2012 Air Quality Management Plan (AQMP) contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG). SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development, and the environment.[3] With regard to future growth, SCAG has prepared the 2016–2040 Regional Transportation Plan/ Sustainable Communities Strategy (2016–2040 RTP/SCS), which provides population, housing, and employment projections for cities under its jurisdiction. The growth projections in the 2016–2040 RTP/SCS are based on growth projections in local general plans for jurisdictions in SCAG's planning area.

Construction and operation of the Project may result in an increase in stationary and mobile source air emissions. As a result, Project development could have a potential adverse effect on the SCAQMD's implementation of the AQMP. Therefore, the EIR will provide further analysis of the Project's consistency with the SCAQMD's AQMP.

With regard to the Project's consistency with the Congestion Management Program (CMP) administered by the Metropolitan Transportation Authority (Metro), see Response to Checklist Question XVI.b, Transportation/Circulation, below.

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. The Project would result in increased air pollutant emissions from the Project Site during construction (short-term) and operation (long-term). Construction-related pollutants would be associated with sources such as construction worker vehicle trips, the operation of construction equipment, site grading and preparation activities, and the application of architectural coatings. During Project operation, air pollutants would be emitted on a daily basis from motor vehicle travel, energy consumption, and other on-site activities. Therefore, the EIR will provide further analysis of the Project's construction and operational air pollutant emissions.

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[2] *Partial Nonattainment designation for the Los Angeles County portion of the Basin only.*

[3] *SCAG serves as the federally designated metropolitan planning organization for the Southern California region.*

c. 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 ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact. As discussed above, construction and operation of the Project would result in the emission of air pollutants in the Basin, which is currently in non-attainment of federal air quality standards for ozone, $PM_{2.5}$, and lead, and State air quality standards for ozone, PM_{10}, and $PM_{2.5}$. Therefore, implementation of the Project could potentially contribute to air quality impacts, which could cause a cumulative impact in the Basin. Therefore, the EIR will provide further analysis of cumulative air pollutant emissions associated with the Project.

d. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. As discussed above, the Project would result in increased air pollutant emissions from the Project Site during construction (short-term) and operation (long-term). Sensitive receptors located in the vicinity of the Project Site include residential uses to the east, west, and northwest of the Project Site and educational facilities associated with the Kid's Pointe Pre-School located southwest of the Project Site, and Short Avenue Elementary located southeast of the Project Site. Therefore, the EIR will provide further analysis of the Project's potential to result in substantial adverse impacts to sensitive receptors.

e. Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. No objectionable odors are anticipated as a result of either construction or operation of the Project. Specifically, construction of the Project would involve the use of conventional building materials typical of construction projects of similar type and size. Any odors that may be generated during construction would be localized and temporary in nature and would not be sufficient to affect a substantial number of people or result in a nuisance as defined by SCAQMD Rule 402.

With respect to Project operation, according to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project would not involve these types of uses. In addition, on-site trash receptacles would be contained, located, and maintained in a manner that promotes odor control, and would not result in substantial adverse odor impacts.

Based on the above, potential odor impacts during construction and operation of the Project would be less than significant, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

IV. Biological Resources

Would the project:

a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less Than Significant Impact. The Project Site is located in an urbanized area and is currently developed with commercial uses and surface parking areas. While the Project Site includes ornamental trees and landscaping, the majority of the Project Site consists of paved and developed surfaces. Due to the developed nature of the Project Site and the surrounding area as well as the lack of large expanses of open space in the vicinity of the Project Site, species likely to occur on-site are limited to small terrestrial and avian species typically found in developed settings. Therefore, the Project would not have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. The Project Site is located in an urbanized area and is currently developed with commercial uses and surface parking areas. The Ballona Creek Significant Ecological Area[4] is located approximately 0.5 mile south of the Project Site. No riparian or other sensitive natural community exists on the Project Site or in the immediate surrounding area. Therefore, the Project would not have a substantial adverse effect on

[4] *City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, Figure BR-1D p. 2.18-6. Available at http://cityplanning.lacity.org/housinginitiatives/housingelement/frameworkeir/FrameworkFEIR.pdf, accessed June 1, 2017.*

any riparian habitat or other sensitive natural community. No impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The Project Site is located in an urbanized area and is currently developed with commercial uses and surface parking areas. The Ballona Wetlands Ecological Reserve is located approximately 0.5 mile south of the Project Site. No water bodies or federally protected wetlands as defined by Section 404 of the Clean Water Act exist on the Project Site or in the immediate vicinity of the Project Site. As such, the Project would not have an adverse effect on federally protected wetlands. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact. The Project Site is located in an urbanized area and is currently developed with commercial uses and surface parking areas. In addition, the areas surrounding the Project Site are fully developed, and there are no large expanses of open space areas within and surrounding the Project Site which provide linkages to natural open spaces areas and which may serve as wildlife corridors. Accordingly, development of the Project would not interfere substantially with any established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. Furthermore, no water bodies that could serve as habitat for fish exist on the Project Site or in the vicinity of the Project Site. Notwithstanding, although unlikely, the existing on-site 101 ornamental trees that would be removed during construction of the Project could potentially provide nesting sites for migratory birds. However, the Project would be required to comply with the Migratory Bird Treaty Act, which regulates vegetation removal during the nesting season to ensure that significant impacts to migratory birds would not occur. In accordance with the Migratory Bird Treaty Act, tree removal activities would take place outside of the nesting season (February 15–September 15). To the extent that vegetation removal activities must occur during the nesting season, a biological monitor would be present during the removal activities to ensure that no active nests would be impacted. If active nests are found, a 300-foot buffer (500 feet for raptors) would be established until the fledglings have left the nest. With compliance with the Migratory Bird Treaty Act, impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?

Less Than Significant Impact. The City's Protected Tree Regulations included in Section 17.05.R of the LAMC (the Tree Regulations) regulates the relocation or removal of specified protected trees, which include all Southern California native oak trees (excluding scrub oak), California black walnut trees, Western sycamore trees, and California Bay trees of at least 4 inches in diameter at breast height. These tree species are defined as "protected" by the City of Los Angeles. Native trees that have been planted as part of a tree planting program are exempt and are not considered protected.

A survey of the existing onsite and street trees was conducted by LSA Associates, Inc., in July 2016. The results of the survey are provided in the Tree Report for the Project included in Appendix IS-1 of this Initial Study. As discussed in the Tree Report, none of the tree species found within the Project Site are protected under the Tree Regulations.

With regard to non-protected trees, the Project Site includes 101 ornamental trees of varying non-native species, including palm, pine, fig, gum, fern, cajeput, carrotwood, octopus, strawberry, and olive trees. As part of the Project, all existing trees would be removed. In accordance with City policy, all "significant"[5] trees to be removed would be replaced on a 1:1 basis.

Based on the above, the Project would not conflict with any local policies or ordinances protecting biological resources, including a tree preservation policy or ordinance. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Project Site is located in an urbanized area and is developed with commercial uses and surface parking areas with limited ornamental landscaping. The Ballona Creek Significant Ecological Area is located approximately 0.5 mile south of the Project Site. The Project Site does not support any habitat or natural community. Accordingly, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the Project Site. Thus, the Project would not conflict with the provisions of an adopted habitat conservation plan, natural community

[5] *Significant trees are defined as trees with a trunk diameter that is 8 inches or greater or with a cumulative trunk diameter that is 8 inches or greater if multi-trunked, as measured 54 inches above the ground.*

conservation plan, or other related plans. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

V. Cultural Resources

Would the project:

a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Less Than Significant Impact. Section 15064.5 of the CEQA Guidelines generally defines a historic resource as a resource that is: (1) listed in, or determined to be eligible for listing in the California Register of Historical Resources (California Register); (2) included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code). Additionally, any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register. The California Register automatically includes all properties listed in the National Register of Historic Places (National Register) and those formally determined to be eligible for listing in the National Register.

The Project Site is currently developed and includes three structures, which would be removed with implementation of the Project. According to the parcel profile report included in the City's Zone Information and Map Access System, the onsite buildings were built between 1973 and 1977[6]. Given the age and unremarkable utilitarian design of the existing buildings, which are not considered to reflect a particular historical or architectural style, the on-site structures are not considered historic resources.

In addition, a records search was conducted for the Project area by the South Central Coastal Information Center (SCCIC) at California State University, Fullerton to identify previously recorded prehistoric and historic resources in and around the Project Site (see Appendix IS-2 of this Initial Study). The records search includes a review of all

[6] *City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report, http://zimas.lacity.org/, accessed August 8, 2016.*

recorded archeological sites within a 0.5-mile radius of the Project Site as well as a review of cultural resource reports on file. The California Points of Historical Interest, California Historical Landmarks, California Register of Historical Resources, National Register of Historic Places, California State Historic Resources Inventory, and City of Los Angeles Historic-Cultural Monuments listings were also reviewed for the Project Site. The records search indicates that there are no historic resources located on-site. Furthermore, based on the SurveyLA[7] report for the Palms–Mar Vista–Del Rey community, which was published in July 2012, there are no historic resources within and adjacent to the Project Site.[8] The closest identified off-site historic resource is the SA ANGNA site located at 4235 South Lincoln Boulevard, located approximately 0.1 mile west of the Project Site. This Historical Cultural Moment (HCM) "may be likely to yield information important in prehistory or history"[9] as it was a major village and burial site belonging to the Native American Gabrielino Indian Tribe. This HCM will be evaluated further below in Checklist Question V, Cultural Resources. An additional identified historic resource is the Marina Christian Fellowship Church located approximately 1.5 miles southeast of the Project Site.[10] However, as no HCM or identified historic resources are located on-site, impacts to historic resources would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant Impact With Mitigation Incorporated. Section 15064.5(a)(3)(D) of the CEQA Guidelines generally defines archaeological resources as any resource that "has yielded, or may be likely to yield, information important in prehistory or history." Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community. The Project Site is located within an urbanized area of the City of Los Angeles and has been subject to grading and development in the past. Therefore, surficial archaeological resources that

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[7] *The local register of historical resources and SurveyLA (a comprehensive program to identify significant historic resources throughout the City) are managed by the Los Angeles Historic Resources Office.*

[8] *City of Los Angeles Department of City Planning, SurveyLA, Los Angeles Historic Resources Survey Report for the Palms–Mar Vista–Del Rey Community Plan Area, July 2012, http://preservation.lacity.org/files/Group%203%20Palms-Mar%20Vista-Del%20Rey%20Survey%20Report%20Final.pdf, accessed August 8, 2016.*

[9] *City of Los Angeles, Department of City Planning, Office of Historic Resources, Historic Places LA. Available at http://historicplacesla.org/reports/1c6e0a4a-a08f-4082-acd4-244e483ab5c3, accessed June 1, 2017.*

[10] *Historic Places LA, City of Los Angeles Historic Resources Inventory, Marina Christian Fellowship Church, www.historicplacesla.org/map, accessed August 8, 2016.*

may have existed at one time have likely been previously disturbed. The records search conducted for the Project Site by the SCCIC (see Appendix IS-2 of this Initial Study) indicates there are no known archaeological resources within the Project Site and two archaeological resources within a 0.5-mile radius of the Project Site. As the Project would require excavations at a depth of approximately 28 feet below ground surface, there is a possibility that archeological artifacts that were not recovered during prior construction or other human activity may be present. In addition, archaeological resources have been uncovered in the vicinity of the Project Site associated with the SA ANGNA site located at 4235 South Lincoln Boulevard, approximately 0.1 mile west of the Project Site. In the event any archaeological materials are unexpectedly encountered during construction, work in the area would cease and the handling of deposits would be required to comply with the regulatory standards set forth in Section 21083.2 of the California Public Resources Code and Section 15064.5(c) of the CEQA Guidelines. The following mitigation measure would also be implemented during construction of the Project to address potential impacts associated with the potential discovery of previously unknown archaeological resources within the Project Site.

CUL-MM-1: During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent and qualified Construction Monitor who shall be responsible for coordinating with a certified archaeologist to implement and enforce the following:

a. All initial grading and all excavation activities shall be monitored by a Project archaeologist. The Project archaeologist shall be present full-time during disturbances of material with potential to contain cultural deposits and will document activity.

b. The services of an archaeologist, qualified for historic resource evaluation, as defined in CEQA and Office of Historic Preservation (OHP) Guidelines, shall be secured to implement the archaeological monitoring program. The qualified archaeologist shall be listed, or be eligible for listing, in the Register of Professional Archaeologist (RPA). Recommendations may be obtained by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton.

c. In the event of a discovery, or when requested by the Project archaeologist, the contractor shall divert, direct, or temporarily halt ground disturbing activities in an area in order to evaluate potentially significant archaeological resources.

    i. It shall be the responsibility of the Project archaeologist to: determine the scope and significance of the find; determine the appropriate documentation; ensure preservation, conservation, and/or relocation of the find; and determine

when grading/excavation activities may resume in the area of the find.

ii. Determining the significance of the find shall be guided by California Public Resources Code Division 13, Chapter 1, Section 21083.2, subdivision (g) and (h). If the find is determined to be a "unique archaeological resource", then the applicant, in conjunction with the recommendation of the Project archaeologist, shall comply with Section 21083.2, subdivisions (b) though (f).

iii. If at any time the Project Site, or a portion of the Project Site, is determined to be a "historical resource" as defined in California Code of Regulations Chapter 3, Article 1, Section 15064.5, subdivision (a), the Project archaeologist shall prepare and issue a mitigation plan in conformance with Section 15126.4, subdivision (b).

iv. If the Project archaeologist determines that continuation of the Project or Project-related activities will result in an adverse impact on a discovered historic resource which cannot be mitigated, all further activities resulting in the impact shall immediately cease, and the Lead Agency shall be contacted for further evaluation and direction.

v. The applicant shall comply with the recommendations of the Project archaeologist with respect to the documentation, preservation, conservation, and/or relocation of the find.

vi. The Construction Monitor shall also prepare and submit documentation of the Applicant's compliance with the Mitigation Measure CUL-MM-1 during construction every 30 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the mitigation measure within two business days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

d. Monitoring activities may cease when:

i. Initial grading and all excavation activities have concluded; or

ii. By written consent of the Project archaeologist, agreeing that no further monitoring is necessary. In this case, a signed and

dated copy of such agreement shall be submitted to the Dept. of City Planning for retention in the administrative record for Case No. ENV-2016-3343-EIR.

e. At the conclusion of monitoring activities, and only if archaeological materials were encountered, the Project archaeologist shall prepare and submit a report of the findings to the South Central Coastal Information Center (SCCIC), located at:

SCCIC Department of Anthropology
McCarthy Hall 477
CSU Fullerton
800 North State College Boulevard
Fullerton, CA 92834

f. At the conclusion of monitoring activities, the Project archaeologist shall prepare a signed statement indicating the first and last dates monitoring activities took place, and submit it to the Dept. of City Planning, for retention in the administrative file for Case No. ENV-2016-3343-EIR.

The Construction Monitor, as set forth above, would be responsible for implementing the mitigation measure and would be obligated to provide certification, as identified above, to the appropriate monitoring agency and the appropriate enforcement agency that construction monitoring and coordination with a certified archaeologist has been implemented. The Construction Monitor would maintain records demonstrating compliance with the mitigation measure. Such records shall be made available to the City upon request.

In the event of the discovery of previously unknown archeological resources during construction of the Project, implementation of Mitigation Measure CUL-MM-1 would reduce potential impacts to a less than significant level. Accordingly, no further analysis of this topic in the EIR is required.

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact With Mitigation Incorporated. Paleontological resources are the fossilized remains of organisms that have lived in a region in the geologic past and whose remains are found in the accompanying geologic strata. This type of fossil record represents the primary source of information on ancient life forms, since the majority of species that have existed on earth from this era are extinct. Section 5097.5 of the California Public Resources Code specifies that any unauthorized removal of paleontological remains is a misdemeanor. Furthermore, California Penal Code Section 622.5 includes penalties for damage or removal of paleontological resources.

Based on the records search conducted by the Natural History Museum, included in Appendix IS-3 of this Initial Study, there are no vertebrate fossil localities that lie directly within the boundaries of the Project Site. However, the records search indicates that within the greater vicinity of the Project Site, there are fossil localities at depth in similar sediments as those underlying the Project Site. The closest vertebrate fossil locality is LACM 7879, located northwest of the Project Site near the intersection of Rose Avenue and Penmar Avenue, which produced fossil specimens of horse (*Equus)*, and ground sloth (*Paramylodon)*, at greater than 11 feet in depth. The next closest vertebrate fossil locality from these deposits is LACM 5462, located further northwest of the Project Site, just south of Olympic Boulevard along Michigan Avenue and east of Cloverfield Boulevard, that produced a fossil specimen of extinct lion (*Felis atrox)*, at a depth of only 6 feet below grade.

According to the records search by the Natural History Museum, shallow grading or shallow excavations in the younger Quaternary Alluvium exposed throughout the Project Site are unlikely to provide significant fossil vertebrate remains. However, deeper excavations in the Project Site that extend down into older Quaternary deposits, may well encounter significant vertebrate fossils. While the Project Site has been subject to grading and development in the past, the Project would require excavations at a depth of approximately 28 feet below ground surface. Therefore, the Project may encounter significant vertebrate fossils at sub-surface levels on the Project Site during excavation. The following mitigation measures would be implemented during construction of the Project to ensure that the Project's potential impact on paleontological resources is addressed.

CUL-MM-2: During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent and qualified Construction Monitor who shall be responsible for coordinating with a certified paleontologist to implement and enforce the following:

a. If any paleontological materials are encountered during the course of Project development, the Project Archaeologist, in accordance with CUL-MM-1, shall coordinate with the services of a certified paleontologist, and all further development activity shall halt and the following shall be undertaken:.

   i. The services of a paleontologist shall be secured by contacting the Center for Public Paleontology-USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum-who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.

   ii. The Construction Monitor shall also prepare and submit documentation of the Applicant's compliance with the Mitigation Measure CUL-MM-2 during construction every

30 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the mitigation measure within two business days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

iii. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.

iv. The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.

b. At the conclusion of monitoring activities, the Project paleontologist shall prepare a signed statement indicating the first and last dates monitoring activities took place, and submit it to the Dept. of City Planning, for retention in the administrative file for Case No. ENV-2016-3343-EIR.

c. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.

CUL-MM-3: Prior to the issuance of any building permit, the Project paleontologist shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.

The Construction Monitor, as set forth above, would be responsible for implementing Mitigation Measures CUL-MM-2 and CUL-MM-3 and would be obligated to provide certification, as identified above, to the appropriate monitoring agency and the appropriate enforcement agency that construction monitoring and coordination with a certified archaeologist has been implemented. The Construction Monitor would maintain records demonstrating compliance with the mitigation measure. Such records shall be made available to the City upon request.

In the event of the discovery of previously unknown paleontological resources during construction of the Project, implementation of Mitigation Measures CUL-MM-2 and CUL-MM-3 would reduce potential impacts to a less than significant level. Accordingly, no further analysis of this topic in the EIR is required.

The Project Site is located within an urbanized area of the City of Los Angeles and has been subject to grading and development in the past. The Project Site does not include any known unique geologic features and no unique geologic features are anticipated to be encountered during construction of the Project. Therefore, the Project would not directly or indirectly destroy a unique geologic feature. The impact associated with unique geologic features would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

d. Disturb any human remains, including those interred outside of cemeteries?

Less Than Significant Impact. While the Project Site has been subject to grading and development in the past, the Project would require excavations at a depth of approximately 28 feet below ground surface. Although no human remains are known to have been found based on previous development on the Project Site, there is the possibility that unknown resources could be encountered during construction of the Project, particularly during ground-disturbing activities such as excavation and grading. In addition, human burials have been uncovered in the vicinity of the Project Site associated with the SA ANGNA site located at 4235 South Lincoln Boulevard, approximately 0.1 mile west of the Project Site. While the uncovering of human remains is not anticipated, if human remains are discovered during construction, such resources would be treated in accordance with state law, including Section 15064.5(e) of the CEQA Guidelines, Section 5097.98 of the California Public Resources Code, and Section 7050.5 of the California Health and Safety Code. Specifically, if human remains are encountered, work on the portion of the Project Site where remains have been uncovered would be suspended and the City of Los Angeles Public Works Department and the County Coroner would be immediately notified. If the remains are determined by the County Coroner to be Native American, the Native American Heritage Commission would be notified within 24 hours, and the guidelines of the Native American Heritage Commission would be adhered to in the treatment and disposition of the remains. Compliance with these regulatory standards would ensure appropriate treatment of any potential human remains unexpectedly encountered during grading and excavation activities. Therefore, the Project's impact on human remains would be less than significant and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

VI. Geology and Soils

In 2015, the California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369 (CBIA v. BAAQMD), held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of the project. The revised thresholds provided below are intended to comply with this decision. Specifically, the decision held

that an impact from the existing environment to the project, including future users and/or residents, is not an impact for purposes of CEQA. However, if the project, including future users and residents, exacerbates existing conditions that already exist, that impact must be assessed, including how it might affect future users and/or residents of the project. Thus, in accordance with Appendix G of the State CEQA Guidelines and the *CBIA v. BAAQMD* decision, the Project would have a significant impact related to geology and soils if it results in any of the following impacts to future residents or users:

Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, caused in whole or in part by the project's exacerbation of the existing environmental conditions? Refer to Division of Mines and Geology[11] Special Publication 42.

Potentially Significant Impact. Fault rupture occurs when movement on a fault deep within the earth breaks through to the surface. Based on criteria established by the California Geological Survey (CGS), faults can be classified as active, potentially active, or inactive. Active faults are those having historically produced earthquakes or shown evidence of movement within the past 11,000 years (during the Holocene Epoch). Potentially active faults have demonstrated displacement within the last 1.6 million years (during the Pleistocene Epoch) while not displacing Holocene Strata. Inactive faults do not exhibit displacement within the last 1.6 million years. In addition, buried thrust faults, which are faults with no surface exposure, may exist in the vicinity of the Project Site; however, due to their buried nature, the existence of buried thrust faults is usually not known until they produce an earthquake.

The CGS establishes regulatory zones around active faults, called Alquist-Priolo Earthquake Fault Zones (previously called Special Study Zones). These zones, which extend from 200 to 500 feet on each side of a known fault, identify areas where a potential surface fault rupture could prove hazardous for buildings used for human occupancy. Development projects located within an Alquist-Priolo Earthquake Fault Zone are required to prepare special geotechnical studies to characterize hazards from any potential surface ruptures. In addition, the City of Los Angeles designates Fault Rupture Study Areas along

[11] *Now known as the California Geological Survey.*

the sides of active and potentially active faults to establish areas of potential hazard due to fault rupture.

The Project Site is not located within a Fault Rupture Study Area.[12] The closest active faults are the Santa Monica Fault located approximately 4 miles north of the Project Site and the Newport–Inglewood Fault located approximately 4 miles east of the Project Site.[13] Given the proximity of the Santa Monica Fault and the Newport–Inglewood Fault to the Project Site, further analysis of this topic will be provided in the EIR.

ii. Strong seismic ground shaking caused in whole or in part by the project's exacerbation of the existing environmental conditions?

Potentially Significant Impact. The Project Site is located in the seismically active Southern California region and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. The Project would increase the amount of development onsite, thereby increasing the number of residents, employees, and visitors on-site. Therefore, additional people and structures would be exposed to potential adverse effects from ground shaking than under existing conditions. Project development must comply with the most current Los Angeles Building Code regulations, which specify structural requirements for different types of buildings in a seismically active area. Although the Project would be constructed according to the regulations set forth in the California Building Code, further analysis of the potential for strong seismic ground shaking will be provided in an EIR.

iii. Seismic-related ground failure, including liquefaction caused in whole or in part by the project's exacerbation of the existing environmental conditions?

Potentially Significant Impact. Liquefaction is a form of earthquake-induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. Liquefaction can occur when these types of soils lose their shear strength due to excess water pressure that builds up during repeated seismic shaking. A shallow groundwater table, the presence of loose to medium dense sand and silty sand, and a long duration and high acceleration of seismic shaking are factors that contribute to the potential for liquefaction. Liquefaction usually results in horizontal and vertical movements from lateral spreading of liquefied materials.

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[12] *Los Angeles General Plan Safety Element, Exhibit A, Alquist-Priolo Special Study Zones & Fault Rupture Study Areas, November 1996, p. 47.*

[13] *Department of Conservation, Fault Activity Map, 2010, http://maps.conservation.ca.gov/cgs/fam/, accessed August 11, 2016.*

Based on the State of California Seismic Hazards Map, Venice Quadrangle, the Project Site is located in an area that has been identified by the State as being potentially susceptible to liquefaction.[14] Therefore, further analysis of this issue will be provided in an EIR.

iv. Landslides, caused in whole or in part by the project's exacerbation of the existing environmental conditions?

No Impact. Landslides generally occur in loosely consolidated, wet soil and/or rocks on steep sloping terrain. The Project Site and surrounding area are fully developed and generally characterized by flat topography. In addition, based on the State of California Seismic Hazards Map, Venice Quadrangle, the Project Site is not located in a landslide area as mapped by the State,[15] nor is the Project Site mapped as a landslide area by the City of Los Angeles.[16,17] Furthermore, the Project does not propose substantial alteration to the existing topography. As such, the Project Site would not be susceptible to landslides. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

b. Result in substantial soil erosion or the loss of topsoil?

Potentially Significant Impact. Development of the Project would require grading, excavation, and other construction activities that have the potential to disturb existing soils and expose soils to rainfall and wind, thereby potentially resulting in soil erosion. Therefore, the EIR will include a more detailed analysis of this issue.

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse caused in whole or in part by the project's exacerbation of the existing environmental conditions?

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[14] *State of California Division of Mines and Geology, Seismic Hazard Zones, Venice 7.5-Minute Quadrangle, March 25, 1999, http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_veni.pdf, accessed August 11, 2016.*

[15] *State of California Division of Mines and Geology, Seismic Hazard Zones, Venice 7.5-Minute Quadrangle, March 25, 1999, http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_veni.pdf, accessed August 11, 2016.*

[16] *Los Angeles General Plan Safety Element, November 1996, Exhibit C, Landslide Inventory & Hillside Areas, p. 51.*

[17] *City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report, http://zimas.lacity.org/, accessed August 8, 2016.*

Potentially Significant Impact. As discussed above, based on the State of California Seismic Hazards Map, Venice Quadrangle, the Project Site is located in an area that has been identified by the State as being potentially susceptible to liquefaction. In addition, according to the California Geologic Survey Seismic Hazard Zone Report for the Venice 7.5-minute Quadrangle, the historically highest groundwater level at the Project Site is approximately 5 to 10 feet below ground surface. As described in Section II, Project Description, of this Initial Study, the Project would require excavations at a depth of approximately 27.5 feet below existing ground surface. Thus, lateral spreading, subsidence, liquefaction, and collapse will be addressed in an EIR. As discussed above in Response to Checklist Question VI.a.iv, impacts associated with landslides would not occur as part of the Project.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property caused in whole or in part by the project's exacerbation of the existing environmental conditions?

Potentially Significant Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. Given the groundwater levels beneath the Project Site, the potential for the Project Site to contain expansive soils will be evaluated in an EIR.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The Project Site is located within a community served by existing sewage infrastructure. The Project's wastewater demand would be accommodated via connections to the existing wastewater infrastructure. As such, the Project would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, the Project would have no impact related to the ability of soils to support septic tanks or alternative wastewater disposal systems. No impacts would occur and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

VII. Greenhouse Gas Emissions

Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. Gases that trap heat in the atmosphere are called greenhouse gases, since they have effects that are analogous to the way in which a

greenhouse retains heat. Greenhouse gases are emitted by both natural processes and human activities. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature. The State of California has undertaken initiatives designed to address the effects of greenhouse gas emissions, and to establish targets and emission reduction strategies for greenhouse gas emissions in California. Activities associated with the Project, including construction and operational activities, would include associated human activity-related greenhouse gas emissions. Therefore, the EIR will provide further analysis of the Project's greenhouse gas emissions.

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact. As the Project would have the potential to emit greenhouse gases, the EIR will include further evaluation of Project-related emissions and associated emission reduction strategies to determine whether the Project conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases (e.g., Assembly Bill 32, City of Los Angeles Green Building Code).

VIII. Hazards and Hazardous Materials

In 2015, the California Supreme Court in CBIA v. BAAQMD, held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of the project. The revised thresholds provided below are intended to comply with this decision. Specifically, the decision held that an impact from the existing environment to the project, including future users and/or residents, is not an impact for purposes of CEQA. However, if the project, including future users and residents, exacerbates existing conditions that already exist, that impact must be assessed, including how it might affect future users and/or residents of the project. For example, if construction of the project on a hazardous waste site will cause the potential dispersion of hazardous waste in the environment, the EIR should assess the impacts of that dispersion to the environment, including to the project's residents.

Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Potentially Significant Impact. The types and amounts of hazardous materials to be used for the Project would be typical of those used during construction activities and for residential and commercial uses. Specifically, construction of the Project would involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. Operation of the commercial uses would be expected to involve the

use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and petroleum products. The proposed residential uses would involve the limited use of household cleaning solvents and pesticides for landscaping. Thus, the potential exists for the Project to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, further analysis of this topic will be included in an EIR.

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Potentially Significant Impact. The Project Site has been developed with retail uses since the 1970s. As described in Attachment A, Project Description, of this Initial Study, the Project proposes the demolition of the existing buildings on the Project Site. Based on the types and ages of the existing on-site structures, it is possible that demolition and excavation activities would expose asbestos containing materials (ACM) and/or lead-based paints (LBP), or result in other significant hazards to the public. In addition, the Project Site is located within a designated Methane Zone as mapped by the City. Therefore, further analysis of this issue in an EIR is required.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Potentially Significant Impact. The Project Site is located within 0.25 mile of an existing or proposed school. The nearest schools to the Project Site include: Kids Pointe Pre School located approximately 0.2 mile from the Project Site at 4311 Lincoln Boulevard; Short Avenue Elementary located approximately 0.5 mile from the Project Site at 12814 Maxella Avenue; Venice Senior High School located approximately 1.0 mile from the Project Site at 13000 Venice Boulevard; and Marina Del Rey Middle School located approximately 1.6 miles from the Project Site at 12500 Braddock Drive. Therefore, further analysis of this issue will be provided in the EIR.

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment caused in whole or in part from the project's exacerbation of existing environmental conditions?

Potentially Significant Impact. As discussed above, the Project Site is located within an urbanized area and is developed with commercial uses and surface parking

areas. The existing buildings on-site were constructed between 1973 and 1977.[18] Based on the age of the buildings, it is possible that the Project Site is listed on a hazardous materials site pursuant to Government Code Section 65962.5. The Project Site's location within a hazardous materials site pursuant to Government Code Section 65962.5 will be addressed in a Phase I Environmental Site Assessment to be prepared for the Project. Therefore, further analysis of this issue will be included in the EIR.

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?

Less Than Significant Impact. The Project Site is not located within an area subject to an airport land use plan or within two miles of an airport. The closest airport to the Project Site, Santa Monica Municipal Airport in Santa Monica, is located approximately 2.15 miles from the Project Site. The Los Angeles International Airport is located approximately four miles south of the Project Site. In addition, the Project Site is not located within a designated Airport Influence Area as designated by the County of Los Angeles Land Use Committee.[19] Given the distance between the Project Site and Santa Monica Municipal Airport, the Project would not have the potential to exacerbate current environmental conditions that would result in a safety hazard. No further analysis of this topic in an EIR is required.

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 area?

No Impact. The Project Site is not located within 2 miles of a private airstrip. No impacts would occur, and no mitigation measures are required. Therefore, the Project would not have the potential to exacerbate current environmental conditions that would result in a safety hazard. No further evaluation of this topic in an EIR is required.

g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Potentially Significant Impact. According to the Safety Element of the City of Los Angeles General Plan, the Project Site is not located along a designated disaster

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[18] *City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report, http://zimas.lacity.org/, accessed August 8, 2016.*

[19] *Los Angeles County Airport Land Use Commission. Airport Influence Area, Santa Monica Airport. Available at http://gismap.santa-monica.org/GISMaps/pdf/airportinfluencearea.pdf, accessed April 25, 2017.*

route.[20] The nearest disaster routes are Lincoln Boulevard approximately 0.10 mile to the west and Venice Boulevard approximately 0.77 mile to the north. Project construction would be confined to the immediate vicinity of the Project Site and, therefore, would not interfere with these routes or have a significant impact on the City's emergency evacuation plan. In addition, although the Project is expected to provide adequate emergency access and comply with Los Angeles Fire Department (LAFD) access requirements, the operation of the Project would generate traffic in the Project vicinity, including along the nearest designated disaster routes. Therefore, further analysis of this issue will be provided in the EIR.

h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands caused in whole or in part from the project's exacerbation of existing environmental conditions?

No Impact. The Project Site is located in an urbanized area of the City of Los Angeles and is developed with three existing buildings and associated surface parking areas. There are no wildlands located in the Project area. Furthermore, the Project Site is not located within a City-designated Very High Fire Hazard Severity Zone (VHFHSZ).[21] Therefore, the Project would not subject people or structures to a significant risk of loss, injury, or death as a result of exposure to wildland fires and, the proposed residential and commercial uses would not create a fire hazard that has the potential to exacerbate the current environmental condition relative to wildfires. No impacts would occur, and no mitigation measures are required. No further analysis of this topic in an EIR is required.

IX. Hydrology and Water Quality

Would the project:

a. Violate any water quality standards or waste discharge requirements?

Potentially Significant Impact. Construction activities associated with the Project would have the potential to result in the conveyance of pollutants into municipal storm drains, particularly during precipitation events. In addition, potential changes in on-site

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[20] *Los Angeles General Plan Safety Element, November 1996, Exhibit H, Critical Facilities and Lifeline Systems, p. 61.*

[21] *City of Los Angeles Department of City Planning, ZIMAS, Parcel Profile Report for 13450 Maxella Avenue., http://zimas.lacity.org/, accessed August 8, 2016. The VHFHSZ was first established in the City of Los Angeles in 1999 and replaced the older "Mountain Fire District" and "Buffer Zone" shown on Exhibit D of the Los Angeles General Plan Safety Element.*

drainage patterns resulting from Project implementation and the introduction of new land uses could affect the quality of storm water runoff. Therefore, further analysis of this issue will be included in an EIR.

b. 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. With implementation of the Project, there could be changes to existing groundwater recharge. In addition, the proposed excavation activities for the subterranean parking garage would have the potential to encounter groundwater. Therefore, further analysis of this issue in an EIR is required.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Potentially Significant Impact. The Project Site is currently developed with buildings, paved areas, and ornamental landscaping. The Project would involve the demolition of an existing use, the construction of new buildings, and the installation of new landscaped areas, which would have the potential to alter the direction of runoff from the Project Site. Therefore, further analysis of this issue in an EIR is required.

d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?

Potentially Significant Impact. As discussed above in Response to Checklist Question IX.c, the Project has the potential to affect drainage patterns. Such potential changes in drainage patterns could in turn affect the rate or amount of surface water on-site. Thus, further analysis of this topic will be included in an EIR.

e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Potentially Significant Impact. See Response to Checklist Questions IX.a and IX.c, Hydrology and Water Quality, above.

f. Otherwise substantially degrade water quality?

Potentially Significant Impact. See Response to Checklist Question IX.a, Hydrology and Water Quality, above.

g. 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?

No Impact. The Project Site is not located within a 100-year flood plain as mapped by the Federal Emergency Management Agency (FEMA) or by the City of Los Angeles.[22,23] According to FEMA, the Project Site is located within Zone X, which is an area determined to be outside the 0.2 percent annual chance floodplain. Thus, the Project would not place housing within a 100-year flood plain. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. As discussed above, the Project Site is not located within a designated 100-year flood plain area. Thus, the Project would not place structures that would impede or redirect flood flows within a 100-year flood plain. No impacts would occur and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. As discussed above, the Project Site is not located within a designated 100-year flood plain. In addition, the Safety Element of the City of Los Angeles General Plan does not map the Project Site as being located within a flood control basin or within a potential inundation area.[24] Therefore, the Project would not 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. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

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[22] *Federal Emergency Management Agency, Flood Insurance Rate Map, Map Number 06037C1752F, September 26, 2008, accessed August 9,2016.*

[23] *Los Angeles General Plan Safety Element, November 1996, Exhibit F, 100-Year & 500-Year Flood Plain, p. 57.*

[24] *Los Angeles General Plan Safety Element, November 1996, Exhibit G, Inundation & Tsunami Hazard Areas, p. 59.*

j. Inundation by seiche, tsunami, or mudflow?

Less Than Significant Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity.

The Project Site is located approximately 0.35 mile east of the Pacific Ocean. The Safety Element of the City of Los Angeles General Plan does not map the Project Site as being located within an area potentially affected by a tsunami.[25] In addition, the Project Site is not positioned downslope from an area of potential mudflow. The Project Site's impact with regard toseiche, tsunami, or mudflow events would be less than significant. No further evaluation of this topic in an EIR is required.

X. Land Use and Planning

Would the project:

a. Physically divide an established community?

Less Than Significant Impact. As shown in the aerial photograph provided in Figure A-2 of Attachment A, Project Description, of this Initial Study, the area surrounding the Project Site is highly urbanized and includes a mix of low- to high-rise buildings occupied by a variety of land uses. Predominantly mid- to high-rise, high-density commercial, office, and multi-family residential uses line Lincoln Boulevard/Pacific Coast Highway, generally transitioning to lower density multi-family neighborhoods to the east and west of Lincoln Boulevard/Pacific Coast Highway. Land uses surrounding the Project Site include commercial and retail uses associated with Marina Marketplace to the north and multi-family residential uses northeast of the Project Site, across Maxella Avenue; multi-family residential uses to the east; additional Marina Marketplace shopping center-related commercial and retail uses and associated parking to the south; and the Stella apartment complex to the west.

The Project would replace the three existing shopping center-related buildings and associated surface parking areas within the Project Site with a new mixed-use development consisting of 658 multi-family residential units and an estimated 27,300 square feet of retail and restaurant space. The proposed uses are consistent

[25] *Ibid.*

with other land uses in the surrounding area and compatible with the community. In addition, all proposed development would occur within the boundaries of the Project Site as it currently exists. Therefore, the Project would not physically divide, disrupt, or isolate an established community. Rather, implementation of the Project would result in further infill of an already developed community with similar and compatible land uses. Impacts would be less than significant and no mitigation measures are required.

b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. As discussed in Attachment A, Project Description, of this Initial Study, the Project includes several discretionary approvals. Therefore, the EIR will provide further analysis of the Project's consistency with the LAMC and other applicable land use plans, policies, and regulations.

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The Project Site is located in an urbanized area of the City of Los Angeles and is developed with three existing buildings and associated surface parking areas. The Ballona Creek Significant Ecological Area is located approximately 0.5-mile south of the Project Site. The Project Site does not support any habitat or natural community. Accordingly, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the Project Site. Thus, the Project would not conflict with the provisions of an adopted habitat conservation plan or natural community conservation plan. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

XI. Mineral Resources

Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. No mineral extraction operations currently occur on the Project Site. The Project Site is located within an urbanized area and has been previously disturbed by development. As such, the potential for mineral resources to occur on-site is low. Furthermore, the Project Site is not located within a City-designated Mineral Resource Zone where significant mineral deposits are known to be present, or within a mineral

producing area as classified by the California Geologic Survey.[26,27] The Project Site is also not located within a City-designated oil field or oil drilling area.[28] Therefore, the Project would not result in the loss of availability of a mineral resource or a mineral resource recovery site. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. See Checklist Question XI.a, Mineral Resources, above.

XII. Noise

Would the project result in:

a. Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. The Project Site is located within an urbanized area that contains various sources of noise. The most predominate source of noise in the Project area is associated with traffic from roadways. Existing on-site noise sources primarily include vehicle noises associated with on-site circulation and parking areas, stationary mechanical equipment, and human activity. During Project construction activities, the use of heavy equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) would generate noise on a short-term basis. In addition, because the Project would introduce new permanent residential and commercial uses to the Project Site, noise levels from on-site sources may also increase during Project operation. Furthermore, traffic attributable to the Project has the potential to increase noise levels along adjacent roadways. Therefore, further evaluation of this topic in an EIR is required.

b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?

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[26] *City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995. Figure GS-1.*

[27] *State of California Department of Conservation, California Geologic Survey, Aggregate Sustainability in California, 2012.*

[28] *Los Angeles General Plan Safety Element, November 1996, Exhibit E, Oil Field & Oil Drilling Areas, p. 55.*

Potentially Significant Impact. Construction of the Project could generate groundborne noise and vibration associated with demolition, site grading and clearing activities, the installation of building footings, and construction truck travel. As such, the Project would have the potential to generate and expose people to excessive groundborne vibration and noise levels during short-term construction activities. Therefore, further evaluation of this topic in an EIR is required.

c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. Traffic and human activity associated with the Project, as described above, have the potential to increase ambient noise levels above existing levels. Therefore, further evaluation of this topic in an EIR is required.

d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. As discussed above in Response to Checklist Questions XII.a and XII.b, construction activities associated with the Project would have the potential to temporarily or periodically increase ambient noise levels above existing levels. Therefore, further evaluation of this topic in an EIR is required.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less Than Significant Impact. The Project Site is not located within an area subject to an airport land use plan or within two miles of an airport. The closest airport to the Project Site, Santa Monica Municipal Airport in Santa Monica, is located approximately 2.15 miles from the Project Site, and Los Angeles International Airport is located approximately four miles south of the Project Site. The Project Site is not located within the designated Airport Influence Area of the Santa Monica Municipal Airport as designated by the County of Los Angeles Land Use Committee. The Project would not have the potential to expose people residing or working within and in the vicinity of the Project Site to excessive noise levels from an airport. No further evaluation of this topic in an EIR is required.

f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Project Site is not located within the vicinity of a private airstrip. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

XIII. Population and Housing

Would the project:

a. Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. The Project would result in the construction of up to 658 new multi-family dwelling units. As such, the Project would increase the residential population of the City of Los Angeles. As discussed above in Response to Checklist Question III.a, Air Quality, SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development, and the environment. On April 7, 2016, SCAG adopted the 2016–2040 RTP/SCS, which includes growth forecasts through 2040. The Project Site is located in SCAG's City of Los Angeles Subregion. According to the 2016–2040 RTP/SCS, the forecasted population for the City of Los Angeles Subregion in 2016 is approximately 3,954,629 persons.[29] In 2023 the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have a population of approximately 4,145,604 persons.[30] According to the City, the average household size for 2010–2014 in the City of Los Angeles area is 2.44 persons per household.[31] Applying this factor, development of the 658 units proposed as part of the Project would result in an increase of approximately 1,606 residents. The estimated 1,606 residents generated by the Project would represent approximately 0.84 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion between 2016 and 2023. Therefore, the Project's residents would be well within SCAG's population projection for the Subregion.

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[29] *Based on a linear interpolation of 2012–2040 data. The 2016 extrapolated value is calculated using SCAG's 2012 and 2040 values to find the average increase between years and then applying that annual increase to 2016: ((4,609,400 – 3,845,500) ÷ 28)*4) + 3,845,500 = 3,954,629.*

[30] *Based on a linear interpolation of 2012–2040 data. The 2023 extrapolated value is calculated using SCAG's 2012 and 2040 values to find the average increase between years and then applying that annual increase to 2023 ((4,609,400 – 3,845,500) ÷ 28)*11) + 3,845,500 = 4,145,604.*

[31] *Per email conversation with Matthew Glesne of the Los Angeles Department of City Planning, January 20 2016. Based on data from the American Community Survey (ACS) 2014 1-Year Estimates, the persons per household for multi-family units was calculated by looking at "units in structure" and "total population in occupied housing units by units in structure."*

According to the 2016–2040 RTP/SCS, the forecasted housing supply for the City of Los Angeles Subregion in 2016 is approximately 1,377,614 households.[32] In 2023, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have approximately 1,468,814 households.[33] Thus, the Project's new residential units would constitute approximately 0.72 percent of the housing growth forecasted between 2016 and 2023. Therefore, the Project's housing units would be well within SCAG's housing projection for the Subregion. As emphasized in many regional and local planning documents, including the City of Los Angeles General Plan Housing Element, the City is in need of new dwelling units to serve both the current population and the projected population. By developing 658 new multi-family dwelling units, the Project would help to fulfill this demand.

With regard to employment, the Project's 27,300 square feet of commercial uses would generate approximately 74 employees, based on employee generation rates promulgated by the Los Angeles Unified School District (LAUSD).[34] According to the 2016–2040 RTP/SCS, the employment forecast for the City of Los Angeles Subregion in 2016 is approximately 1,763,929 employees.[35] In 2023, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have approximately 1,882,104 employees.[36] Thus, the Project's 74 estimated employees would constitute approximately 0.06 percent of the employment growth forecasted between 2016 and 2023. Therefore, the Project would not cause an exceedance of SCAG's employment projections, nor would it induce substantial indirect population or housing growth related to Project-generated employment opportunities.

As analyzed above, the new population and housing that would be generated by the Project would be within SCAG's population and housing projections for the City of Los

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[32] *Based on a linear interpolation of 2012–2040 data. The 2016 extrapolated value is calculated using SCAG's 2012 and 2040 values to find the average increase between years and then applying that annual increase to 2016: ((1,690,300 – 1,325,500) ÷ 28)*4) + 1,325,500 = 1,377,614.*

[33] *Based on a linear interpolation of 2012–2040 data. The 2023 extrapolated value is calculated using SCAG's 2012 and 2040 values to find the average increase between years and then applying that annual increase to 2023: ((1,690,300 – 1,325,500) ÷ 28)*11) + 1,325,500 = 1,468,814.*

[34] *Los Angeles Unified School District, 2012 Developer Fee Justification Study, February 9, 2012, Table 11. Based on the employee generation rate of 0.00271 employee per average square foot for "Neighborhood Shopping Center" (retail and restaurant uses).*

[35] *Based on a linear interpolation of 2012–2040 data. The 2016 extrapolated value is calculated using SCAG's 2012 and 2040 values to find the average increase between years and then applying that annual increase to 2016: ((2,169,100 – 1,696,400) ÷ 28)*4) + 1,696,400 = 1,736,929.*

[36] *Based on a linear interpolation of 2012–2040 data. The 2023 extrapolated value is calculated using SCAG's 2012 and 2040 values to find the average increase between years and then applying that annual increase to 2023: ((2,169,100 – 1,696,400) ÷ 28)*11) + 1,696,400 = 1,882,104.*

Angeles Subregion. Therefore, the Project would not induce substantial population or housing growth.

With regard to construction, the work requirements of most construction projects are highly specialized such that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. Thus, Project-related construction workers would not be anticipated to relocate their household's place of residence as a consequence of working on the Project, and, therefore, no new permanent residents would be generated during construction of the Project.

Based on the above, the Project would not induce substantial population growth in the vicinity of the Project Site, either directly or indirectly. Impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. As no housing currently exists on the Project Site, the Project would not displace any existing housing. No impacts related to displacement of housing would occur and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. As no housing currently exists on the Project Site, the development of the Project would not cause the displacement of any persons or require the construction of housing elsewhere. No impacts would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

XIV. Public Services

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:

a. Fire protection?

Potentially Significant Impact. Development of up to 658 multi-family residential units and 27,300 square feet of commercial uses would generate an increased demand for fire protection services provided by the Los Angeles Fire Department. Therefore, the EIR will provide analysis of this issue.

b. Police protection?

Potentially Significant Impact. Development of up to 658 multi-family residential units and 27,300 square feet of commercial uses would generate an increased demand for police protection services provided by the Los Angeles Police Department. Therefore, the EIR will provide analysis of this issue.

c. Schools?

Potentially Significant Impact. Development of up to 658 multi-family residential units and 27,300 square feet of commercial uses would generate an increased demand for LAUSD schools. The Project Site is located within 0.5 mile of the following schools:

- Kids Pointe Pre School located approximately 0.2 mile from the Project Site at 4311 Lincoln Boulevard;
- Short Avenue Elementary located approximately 0.5 mile from the Project Site at 12814 Maxella Avenue;
- Venice Senior High School located approximately 1.0 mile from the Project Site at 13000 Venice Boulevard; and
- Marina Del Rey Middle School located approximately 1.6 miles from the Project Site at 12500 Braddock Drive.

Therefore, the EIR will provide analysis of this issue.

d. Parks?

Potentially Significant Impact. Development of up to 658 multi-family residential units would generate an increased demand for parks and recreational services provided by the Los Angeles Department of Recreation and Parks. Therefore, the EIR will provide analysis of this issue.

e. Other public facilities?

Potentially Significant Impact. Development of up to 658 multi-family residential units would generate an increased demand for library services provided by the Los Angeles Public Library. Therefore, the EIR will provide analysis of this issue.

No other public services would be notably impacted by the Project. Therefore, the Project would result in a less than significant impact on other governmental services. No further evaluation of other governmental services in an EIR is required.

XV. Recreation

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Potentially Significant Impact. Development of up to 658 multi-family residential units would generate an increased demand for parks and recreational services provided by the Los Angeles Department of Recreation and Parks. Therefore, the EIR will provide analysis of this issue.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Potentially Significant Impact. The Project includes a publicly accessible open space area and amenity building within the Project Site. The potential environmental impacts of the Project, including construction of these facilities are analyzed throughout this Initial Study, and will be further analyzed in the EIR for those topics where impacts could be potentially significant, as part of the overall Project.

XVI. Transportation/Traffic

Would the project:

a. 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. The Project proposes development which has the potential to result in an increase in daily and peak-hour traffic within the Project vicinity. In addition, construction of the Project has the potential to affect the transportation system through the hauling of excavated materials and debris, the transport of construction equipment, the delivery of construction materials, and travel by construction workers to and from the Project Site. Once construction is completed, the Project's residents, employees, and visitors would generate vehicle and transit trips throughout the day. The resulting increase in the use of the area's transportation facilities could exceed roadway and transit system capacities. Therefore, further analysis of this issue in an EIR is required.

b. Conflict with an applicable congestion management program including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Potentially Significant Impact. Metro administers the Congestion Management Program, a State-mandated program designed to address the impacts urban congestion has on local communities and the region as a whole. The CMP provides an analytical basis for the transportation decisions contained in the State Transportation Improvement Project. The CMP for Los Angeles County requires an analysis of any Project that could add 50 or more trips to any CMP intersection or more than 150 trips to a CMP mainline freeway location in either direction during either the A.M. or P.M. weekday peak hours. Implementation of the Project has the potential to generate additional vehicle trips, which could potentially add more than 50 trips to a CMP roadway intersection or more than 150 trips to a CMP freeway segment. Therefore, further analysis of this issue in an EIR is required.

c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Less Than Significant Impact. The Project Site is not located within the vicinity of any private or public airport or planning boundary of any airport land use plan. In addition, the mid-rise structures proposed by the Project would not increase or change air traffic patterns or increase levels of risk with respect to air traffic. Therefore, no impact would occur, and no mitigation measures are required. No further evaluation of this topic in an EIR is required

d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The roadways adjacent to the Project Site are part of the urban roadway network and contain no sharp curves or dangerous intersections. In addition, the residential and commercial uses proposed by the Project would be consistent with the surrounding uses in the Project vicinity and would not introduce any hazards onto or adjacent to the Project Site. Therefore, no impacts would occur, and no mitigation measures are required. No further analysis of this issue in an EIR is required.

e. Result in inadequate emergency access?

Potentially Significant Impact. While it is expected that construction activities for the Project would primarily be confined on-site, the Project's construction activities may potentially cause the closure of travel lanes in adjacent off-site streets for the installation or upgrading of local infrastructure. Construction within these roadways has the potential to impede access to adjoining uses, as well as reduce the rate of flow of the affected roadway. The Project would also generate construction traffic, particularly haul trucks, which may affect the capacity of adjacent streets and highways. In addition, as part of the Project, existing site access would be modified. Therefore, further analysis of this issue in an EIR is required.

f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Potentially Significant Impact. The Project Site is served by a variety of transit options. Metro, the Culver City Bus, and the Big Blue Bus provide local bus transit service in the Project area. In addition, LADOT's Commuter Express has a stop near the Project Site. The Project proposes development that has the potential to result in an increased demand for alternative transportation modes. Therefore, further analysis of the potential for the Project to conflict with adopted policies, plans, or programs regarding public transit, bicycle facilities, or pedestrian facilities is required in an EIR.

XVII. Tribal Cultural Resources

Would the project:

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object of cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

i and ii) Potentially Significant Impact. Approved by Governor Brown on September 25, 2014, Assembly Bill 52 (AB 52) establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code Section 21074, as part of CEQA. Effective July 1, 2015, AB 52 applies to projects that file a Notice of Preparation or Notice of Negative Declaration/Mitigated Negative Declaration on or after July 1, 2015. As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation.

As discussed above, the Project would require excavations at a depth of approximately 27.5 feet below ground surface. In addition, Native American artifacts were found in the Project vicinity. Therefore, the potential exists for the Project to impact a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe. In compliance with AB 52, the City will notify all applicable tribes and will participate in requested consultations. Further analysis of this topic will be provided in the EIR.

XVIII. Utilities and Service Systems

Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Potentially Significant Impact. The Project would result in increased wastewater generation from the Project Site. Thus, this topic will be evaluated further as part of the EIR.

b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. Water and wastewater systems consist of two components, the source of the water supply or place of sewage treatment, and the conveyance systems (i.e., distribution lines and mains) that link the location of these facilities to an individual development site. Given the Project's increase in the amount of developed floor area on the Project Site and the potential corresponding increase in water demand and wastewater generation, further analysis of this issue in an EIR will be provided.

c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. As discussed in Response to Checklist Question IX.c, Hydrology and Water Quality, above, it is anticipated that the Project would result in a reduced amount of on-site impermeable areas compared to existing conditions due to the nature of the site as predominately impervious. Nonetheless, the potential exists for runoff from the Project Site to increase and potentially exceed the capacity of the existing storm drain systems operating in the Project vicinity. Therefore, further analysis of this issue in an EIR is required.

d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?

Potentially Significant Impact. The Los Angeles Department of Water and Power supplies water to the Project Site. A Water Supply Assessment will be required for the Project as it is anticipated that the Project would result in a net increase in water use that is greater than the amount of water needed to serve a 500 unit residential development. The Project would increase the demand for water provided by LADWP. Thus, further analysis of this issue in the EIR will be provided.

e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Potentially Significant Impact. See Response to Checklist Question XVII.b, Utilities, above.

f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Potentially Significant Impact. Various public agencies and private companies provide solid waste management services in the City of Los Angeles. Private collectors service most multi-family units and commercial developments, whereas the City Bureau of Sanitation collects the majority of residential waste from single-family and some smaller multi-family residences. The Project would increase the amount of development on-site, which would result in an increase in the amount of waste to be disposed of at landfills that serve the City. Solid waste would be generated during Project construction, as well as long-term Project operations. Construction wastes would be generated by the demolition of existing on-site uses, the export of soil material, as well as from the byproducts of new construction. Once construction is complete, operation of the Project would generate solid waste on a daily basis. This increase in construction and operational solid waste has the potential to exceed permitted capacities. Accordingly, further analysis of this issue in an EIR will be provided.

g. Comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. Solid waste management in the State is primarily guided by the California Integrated Waste Management Act of 1989 (AB 939) which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. AB 939 establishes an integrated waste management hierarchy consisting of (in order of priority): (1) source reduction; (2) recycling and composting; and (3) environmentally safe transformation and land disposal. In addition, AB 1327 provided for the development of the California Solid Waste Reuse and Recycling Access Act of 1991, which requires the adoption of an ordinance by any local agency governing the provision of adequate areas for the collection and loading of recyclable materials in development projects. Further, Assembly Bill 341 (AB 341), which became effective on July 1, 2012, requires businesses and public entities that generate four cubic yards or more of waste per week and multi-family dwellings with five or more units to recycle. The purpose of AB 341 is to reduce greenhouse gas emissions by diverting commercial solid waste from landfills and expand opportunities for recycling in California. More recently, in October 2014, Governor Brown signed AB 1826, requiring businesses to recycle their organic waste[37] on and after April 1, 2016, depending on the amount of waste generated per week. Specifically, beginning April 1, 2016, businesses that generate eight cubic yards of organic waste per week shall arrange for organic waste recycling services. In addition, beginning January 1,

[37] *Organic waste refers to food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.*

2017, businesses that generate four cubic yards of organic waste per week shall arrange for organic waste recycling services. Mandatory recycling of organic waste is the next step toward achieving California's recycling and greenhouse gas emission goals. Organic waste such as green materials and food materials are recyclable through composting and mulching, and through anaerobic digestion, which can produce renewable energy and fuel. Reducing the amount of organic materials sent to landfills and increasing the production of compost and mulch are part of the AB 32 (California Global Warming Solutions Act of 2006) Scoping Plan. At the local level, the City Council adopted RENEW LA in March 2006, a 20-year plan with the primary goal of shifting from waste disposal to resource recovery within the City, resulting in "zero waste" by 2030. The "blueprint" of the plan builds on the key elements of existing reduction and recycling programs and infrastructure, and combines them with new systems and conversion technologies to achieve resource recovery (without combustion) in the form of traditional recyclables, soil amendments, renewable fuels, chemicals, and energy. The plan also calls for reductions in the quantity and environmental impacts of residue material disposed in landfills.

The Project would be consistent with the applicable regulations associated with solid waste and would promote compliance with AB 939, AB 341, and AB 1826. Specifically, the Project would include clearly marked, source-sorted receptacles to facilitate recycling with a focus on items such as paper, cardboard, glass, aluminum, plastic, and cooking oils. In addition, the Project would provide for source-sorted receptacles for the recycling of organic waste. In accordance with AB 1327, AB 1826, and the City's Space Allocation Ordinance (Ordinance No. 171,687), the Project would also provide for adequate areas for the collection, loading, and removal of recycled materials, including organic waste. Since the Project would comply with federal, State, and local statutes and regulations related to solid waste, no impacts would occur and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

h. Other utilities and service systems?

Potentially Significant Impact. The Project would generate an increased demand for electricity and natural gas services provided by LADWP and the Southern California Gas Company, respectively. Therefore, further analysis of this issue will be provided in the EIR. In addition, while development of the Project would not be anticipated to cause the wasteful, inefficient, and unnecessary consumption of energy and would be consistent with the intent of Appendix F of the CEQA Guidelines, further analysis of the Project's consistency with Appendix F will also be provided in the EIR.

XIX. Mandatory Findings of Significance

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact. As discussed above, the Project is located in a highly urbanized area and does not serve as habitat for fish or wildlife species. No sensitive plant or animal community or special status species occur on the Project Site. In addition, the Project would not adversely affect any historical resources. Therefore, impacts would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).

Potentially Significant Impact. The potential for cumulative impacts occurs when the independent impacts of the Project are combined with impacts from other development to result in impacts that are greater than the impacts of the Project alone. Located within the vicinity of the Project Site are other current and reasonably foreseeable projects whose development, in conjunction with that of the Project, may contribute to potential cumulative impacts. Impacts of the Project on both an individual and cumulative basis will be addressed in an EIR for the following subject areas: aesthetics; air quality; geology and soils; greenhouse gas emissions; hazards and hazardous materials; hydrology and water quality; land use and planning; noise; public services (fire protection, police protection, schools, parks, and libraries); recreation; transportation/traffic; tribal cultural resources; and utilities and service systems (water, wastewater, solid waste, and energy).

With regard to cumulative effects on agricultural resources, biological resources, mineral resources, and population and housing, the Project would not combine with related projects or other cumulative growth to result in significant cumulative impacts. Specifically, with respect to agricultural resources and mineral resources, the Project would have no impact to these resources, and therefore could not combine with other projects to result in cumulative impacts. With respect to biological resources, this resource area is generally site specific and needs to be evaluated within the context of each individual project. Furthermore, related projects would be required to comply with existing regulatory

requirements and the City's building permit review and approval process, which address these subjects.

With regard to population and housing, the Project's incremental contribution to potential cumulative impacts would not be cumulatively considerable. As discussed in the analysis above, the 1,606 net new residents generated by the Project would represent approximately 0.84 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion between 2016 and 2023. In addition, the Project's new residential units would constitute up to approximately 0.72 percent of the housing growth forecasted between 2016 and 2023 and the Project's commercial uses would constitute approximately 0.06 percent of the employment growth forecasted between 2016 and 2023. Thus, cumulative impacts for these subject areas would be less than significant, and no further evaluation of these topics in an EIR is required.

c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. Based on the analysis contained in this Initial Study, the Project could result in potentially significant impacts with regard to the following subject areas: aesthetics; air quality; geology and soils; greenhouse gas emissions; hazards and hazardous materials; hydrology and water quality; land use and planning; noise; public services (fire protection, police protection, schools, parks, and libraries); recreation; transportation/traffic; tribal cultural resources; and utilities and service systems (water, wastewater, solid waste, and energy). As a result, these potential effects will be analyzed further in an EIR.

Appendices

Appendix IS-1

Tree Study

LSA ASSOCIATES, INC.
20 EXECUTIVE PARK, SUITE 200
IRVINE, CALIFORNIA 92614
949.553.0666 TEL
949.553.8076 FAX
BERKELEY
CARLSBAD
FRESNO
PALM SPRINGS
PT. RICHMOND
RIVERSIDE
ROCKLIN
SAN LUIS OBISPO

August 10, 2016

Tom Guiteras
Sares-Regis Group
18825 Bardeen Avenue
Irvine, CA 92612

Subject: Arboricultural Assessment Report for the Paseo Marina Project, City of Los Angeles, County of Los Angeles, California (LSA Project No. SRG1601)

Dear Mr. Guiteras:

LSA Associates, Inc. (LSA) was retained by Sares-Regis Group to conduct an arboricultural assessment of the approximately 6-acre site at the southwest corner of Maxella and Glencoe Avenues in the City of Los Angeles (City), County of Los Angeles, California, as shown on the United States Geological Survey *Venice, California* 7.5-minute quadrangle (Figure 1; all figures provided in Attachment A). The site is currently occupied by a shopping center; the Paseo Marina Project (proposed project) would convert the site to a mixed-use residential and commercial development.

This Arboricultural Assessment Report documents the findings of the on-site tree inventory and assessment conducted by LSA for the purpose of identifying and evaluating all qualifying trees within the survey limits of the proposed project.

INTRODUCTION

LSA performed a search to determine if any tree ordinances would apply to this development project. Two tree ordinances were found that may pertain to this project. The first is City of Los Angeles Municipal Code (LAMC) 12.32.G Tree Removal (Non-Protected Trees); the ordinance states: "Prior to the issuance of a grading permit, a plot plan shall be prepared by a reputable tree expert, indicating the location, size, type, and condition of all existing trees on the site, and shall be submitted for approval to the Department of City Planning and the Street Tree Division of the Bureau of Street Services. All trees in the public right-of-way shall comply with the current standards of the Street Tree Division. The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Tree replacement by 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of desirable trees on the site, and to the satisfaction of the Street Tree Division of the Bureau of Street Services and the Department of City Planning. (Note: Removal of all trees in the public right-of-way shall require approval of the Board of Public Works)."

The second is the City's Landscape Ordinance (Ord. No. 170,978), which applies as follows: "(a) At least one tree, which shall not be a palm, shall be provided in the project for each 500 square feet of landscaped area in the project. A minimum of 100 square feet of unpaved area shall be provided at the base of each tree, the shortest dimension of which shall be four feet minimum, to allow for water infiltration and gas exchange. (b) Tree planting shall be done in the following order of priority: (1) On the project. (2) Off-site mitigation. (i) On private property, or along public streets (with the prior approval of the Street Tree Division), within one mile of the site of the Project. (ii) On public or private land or along public streets or

the Los Angeles River anywhere within the City of Los Angeles, with the prior approval of the controlling agency, jurisdiction or owner."

LSA inventoried and evaluated 101 ornamental landscape trees within the project survey limits, all originating from nursery stock or nonnative seedlings. The trees comprised 12 species. Queen palm (*Syagrus romanzoffiana*) was the most abundant species surveyed in the survey area. The second most abundant species in the project survey area was Mexican fan palm (*Washingtonia robusta*), followed by date palm (*Phoenix dactylifera*) and Canary Island pine (*Pinus canariensis*). None of these are considered native species. Overall, 12 trees were rated 4 (Good), 62 trees were rated 3 (Fair), and 27 trees were rated 2 (Poor). None of the surveyed trees were found to have a rating of 0 (Dead), 1 (Extreme Problems), or 5 (Excellent).

Table A, Tree Rating System (all tables provided in Attachment B), describes how the trees are rated. Table B, Tree Attributes, identifies all trees by number. The trees' scientific names, common names, diameter at breast height (DBH), ratings, and remarks are also included in Table B. In addition to Table B, relevant information regarding the trees within the survey area is provided below.

The Project Location Map is shown on Figure 1. Figure 2 shows the project survey area boundary and inventoried tree locations displayed on an aerial photograph base map at a scale of 1 inch = 60 feet.

SURVEY AREA

The project site is currently developed as a retail shopping center. The project site is bounded by Maxella Avenue to the northwest and Glencoe Avenue to the northeast, a retail shopping center to the south and southeast, and multistory apartments over ground-level retail to the southwest (Figure 2).

METHODS

LSA surveyed and mapped all trees within the designated survey area with a DBH of 8 inches or greater. The on-site tree inventory survey was conducted on July 14, 2016, by LSA Associate Biologist Leo Simone (International Society of Arboriculture [ISA] Certified Arborist/Certified Tree Risk Assessor WE-8491A). The tree inventory data and physical measurements were taken during the field visit. The entire survey area was surveyed on foot, and all qualifying trees within the survey area boundary were inventoried, assigned numbers, and evaluated for the following attributes:

- Global positioning system (GPS) location;
- Tree species;
- Diameter at 4.5 feet above the lowest point where the trunk meets the soil or below the lowest branch point;
- Rating (0–5, where 0 indicates a dead tree and 5 indicates excellent health and structure [Attachment B, Table A]); and
- Other related health or structure information.

DISCUSSION

The 101 nonnative ornamental landscape trees inventoried and evaluated represented 12 species, including Queen palm and Mexican fan palm, followed by date palm, Canary Island pine, Indian laurel fig (*Ficus microcarpa*), lemon-scented gum (*Eucalyptus citriodora*), Australian tree fern (*Cyathea cooperi*), Cajeput (*Melaleuca quinquenervia*), carrotwood (*Cupaniopsis anacardioides*), octopus tree (*Schefflera actinophylla*), strawberry tree (*Arbutus unedo*), and olive (*Olea europaea*).

Scientific Name	Common Name	Count
Syagrus romanzoffiana	Queen palm	47
Washingtonia robusta	Mexican fan palm	18
Phoenix dactylifera	Date Palm	10
Pinus canariensis	Canary Island pine	8
Ficus microcarpa	Indian laurel fig	4
Eucalyptus citriodora	Lemon-scented gum	4
Cyathea cooperi	Australian tree fern	3
Melaleuca quinquenervia	Cajeput	2
Cupaniopsis anacardioides	Carrotwood	2
Schefflera actinophylla	Octopus tree	1
Arbutus unedo	Strawberry tree	1
Olea europaea	Olive	1

Queen palm was the most abundant species surveyed in the survey area. Four queen palms had a rating of 4 (Good), 35 had a rating of 3 (Fair), and eight had a rating of 2 (Poor). Many of the queen palms are planted in planters too small to allow for adequate root development. Several of the palms had mechanical damage to their trunk. The damage ranged from moderate to minor. Due to the location and extent of the damage, it may be due to climbing spikes that were used in pruning and attaching holiday lighting. Climbing spikes should not be used on palms because they wound the palm trunk, providing entry points for pests. Palms do not have the ability to heal over wounds; therefore, any damage to the trunk is permanent. The structural strength of the trunks is usually not significantly weakened by minor stem damage, but the trunk strength can be substantially reduced if cracks or decay extend halfway through or more.

The second most abundant species in the survey area was Mexican fan palm. Fifteen of the Mexican fan palms had a rating of 3 (Fair), and three were rated 2 (Poor). As with the queen palms, many of the Mexican fan palms had varying degrees of mechanical injury to their trunk, but not to such a level as to significantly weaken the structural integrity of the tree.

The third most abundant species in the survey area was date palm. Two of the date palms had a rating of 3 (Fair), and eight were rated 2 (Poor). The date palms present within the survey limits showed signs of chlorosis, most likely resulting from a nutrient deficiency, which is one of the most common ailments for palm trees in the landscape (a lack of potassium, manganese, boron, magnesium, nitrogen, and iron).

Nutrients may be deficient because they are not available, there is an imbalance between two nutrients, or the pH is either too high or low (5.5 to 6.5 is best), often resulting from root problems (e.g., disease and deep planting). Symptoms of nutrient deficiency will vary depending on the palm and the severity of the deficiency. Therefore, the soil should be analyzed to determine the cause of the nutrient deficiency. A soil laboratory can also provide recommendations on how to treat the problem.

The fourth most abundant species in the survey area was Canary Island pine. Of the eight Canary Island pines present, six were rated 2 (Poor) and two were rated 3 (Fair). All of the Canary Island pines were located within sidewalk cutouts sized too small to allow for adequate root development. Six of the Canary Island pines were also previously topped. Topping a tree is the indiscriminate cutting of tree branches to stubs and removal of the main stem, which is mainly used to reduce tree height. This type of pruning removes 50 to 100 percent of the tree's leaf-bearing crown, which is the tree's source of food. Topping is perhaps the most harmful tree-trimming practice and remains a common practice of reducing tree height. The poor health of the Canary Island pines is the result of previous topping.

The rating of the remaining eight species ranges from 2 (Poor) to 4 (Good). The four lemon-scented gums found on site had a rating of 4 (Good) with no significant defects noted. The four Indian laurel fig trees located on site had a rating of 3 (Fair) resulting from too small of a planting bed to allow for unencumbered root development. The three Australian tree ferns found on site had a rating of 4 (Good) with no significant defects noted. One of the two Cajeput trees located on site had a rating of 3 (Fair) resulting from too small of a planting bed to allow for good root development, and the other multitrunk Cajeput tree had a rating of 2 (Poor) associated with significant decay at the base of the trunk with large codominant stems that increase the risk of tree failure. Of the two carrotwood trees surveyed on site, one had a rating of 3 (Fair) resulting from too small of a planting bed to allow for good root development, and the other had a rating of 2 (Poor) associated with poor crown development with codominant stems that increase the risk of branch failure. Two of the remaining three trees (octopus tree and olive) had a rating of 3 (Fair) and the remaining tree (octopus tree) had a rating of 4 (Good).

Many of the trees exhibited old improper pruning cuts, unbalanced canopies, and epicormic growth. Some old pruning cuts showed signs of reaction wood (compartmentalizing decay) but many did not. The lack of reaction wood at pruning cut locations leaves an area where pests can enter. All pruning should be in accordance with the American National Standards Institute's A300 established guidelines or ISA's Tree Pruning: Best Management Practices, because improper pruning cuts can result in significant trunk and/or root decay. Substandard arboricultural practices, combined with water stress, puts trees at a higher risk of failure, with potential to cause property damage, injury, or death.

CONCLUSIONS AND RECOMMENDATIONS

Because all 101 trees are expected to be greatly impacted by the placement of new buildings and construction activities, and due to the poor condition of many trees, the 101 trees will be removed and, in accordance with City Policy, " 'significant' trees onsite and within the public right-of-way will be replaced on a 1:1 basis." As discussed, the City does have tree ordinances that may apply to this project which may limit the type of species that can be planted. For non-protected trees not within the public right-of-way, all significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. New trees that are not replacement trees, which are located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.

Tree Selection

An arboriculture guideline that cannot be overemphasized is that in order for a tree to succeed, the tree must be properly matched for the site conditions. No amount of proper tree planting practices or maintenance practices will save a tree that is poorly suited for the site. Therefore, it is important to consider the functions that the trees will be expected to fulfill and to select the correct tree for the chosen location. Factors to consider include, but are not limited to, the following:

- Existing tree species and age diversity;
- Growth-space requirements above and below ground;
- Tree species characteristics;
- Tree species requirements (e.g., water and light);
- The climate and microclimate of the site (e.g., amount of sunlight, soil conditions, and wind conditions);
- Irrigation and maintenance practices; and
- The City's goals, policies, and other legislation.

The project site falls into Sunset Climate Zone 24. These zones are important because a plant's performance is governed by the total climate (i.e., length of growing season, timing and amount of rainfall, winter lows, summer highs, wind, and humidity), factors which the United States Sunset Climate Zones take into account (Williamson 1988).

Tree Life Expectancy

Typical life spans in nature for trees range from 40 to 150 years. Trees growing in urban landscapes are typically not expected to live as long as their counterparts growing in a native environment. For example, in a study about the Los Angeles million tree program, a low mortality scenario projected that 17 percent of planted trees would be dead after 35 years, and a high mortality scenario projected 56 percent mortality (Roman 2014).

Trees, like all other living organisms, have a natural life cycle and a finite life span. Trees are nonhierarchical organisms with decentralized vital functions. The average tree lifespan depends on its species. However, human activity can dramatically shorten a tree's potential lifespan, as well as moderate environmental conditions that might cause premature death (e.g., drought). However, human activity can rarely extend a tree's lifetime beyond its normal range.

Sustaining healthy trees in the urban landscape is often difficult because of differences in the growing environment compared to a tree's natural growing conditions. Symptoms of tree decline from urban stressors can take years to appear. Common causes of urban tree mortality include:

- Damage to roots or soils from nearby construction activities;
- Air pollution;
- Damage from disease and insects;
- Trees planted in too small a space;
- Improper planting techniques;
- Tree stakes or grates left on too long;
- Poor soil conditions;
- Improper watering;
- Removal or damage during maintenance of nearby utilities or sidewalks; and
- Competition from nearby plant species.

These factors may significantly reduce the average lifespan of urban landscape trees from 100-plus years in their natural environment to less than 30 years in the urban landscape. Although trees in the urban landscape can be damaged by improper pruning or other physical damage, the most concerning issues generally occur with the trees' roots. The top 18 inches of soil are typically home to the largest percentage of roots. Overall tree health is directly related to the health of these roots.

Federal Migratory Bird Treaty Act

Numerous large trees are present on site that may provide nesting habitat for raptors and other migratory birds protected under the federal Migratory Bird Treaty Act. Consequently, it would be prudent to perform any vegetation removal outside the avian nesting period, which typically extends between February and September, or to conduct nesting bird surveys prior to vegetation removal.

Please contact me at (949) 553-0666 if you have any questions about this report.

Sincerely,

LSA ASSOCIATES, INC.



Leo Simone
Associate Biologist
Certified Arborist/Tree Risk Assessor

Attachments: A: Figures 1 (Project Location) and 2 (Trees)
B: Tables A and B

I CERTIFY THAT THE INFORMATION IN THIS ARBORICULTURAL TREE REPORT AND ATTACHED EXHIBITS FULLY AND ACCURATELY REPRESENTS MY WORK:

SURVEYOR:	ISA CERTIFICATION NO.:	DATE:
	WE-8491A	August 10, 2016

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ATTACHMENT A

FIGURES 1 AND 2

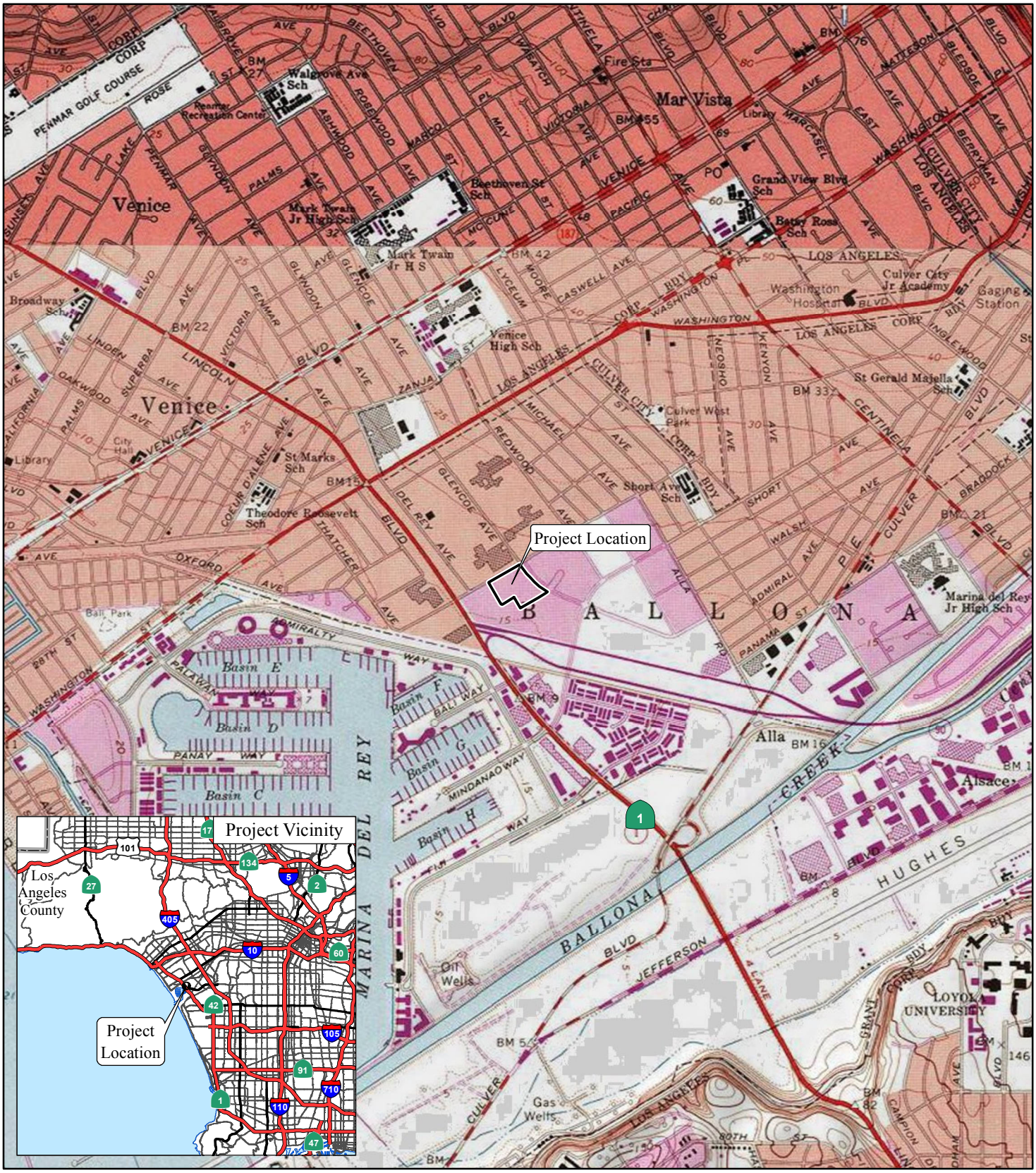


FIGURE 1

SOURCE: USGS 7.5' Quad - Venice (1981), CA

I:\SRG1601\GIS\ProjectLocation_USGS.mxd (8/9/2016)

Paseo Marina
Arborist Assessment Report
Project Location



LSA

LEGEND

Project Location

Trees

- Canary Island pine
- Carrot wood tree
- Date palm
- Indian laurel fig
- Mexican fan palm
- Queen palm
- Strawberry tree

0 30 60
FEET

SOURCE: Bing Maps (2014)

I:\SRG1601\GIS\Tree_Ratings.mxd (7/18/2016)

FIGURE 2
Sheet 1 of 3

Paseo Marina
Arborist Assessment Report
Trees



LSA

LEGEND

Project Location

Trees

- Australian tree fern
- Canary Island pine
- Carrot wood tree
- Indian laurel fig
- Mexican fan palm
- Octopus tree
- Olive
- Queen palm
- Strawberry tree

0 30 60
FEET

SOURCE: Bing Maps (2014)

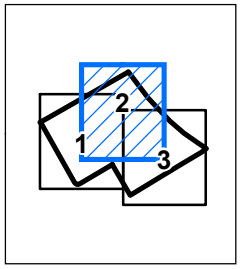


FIGURE 2
Sheet 2 of 3

Paseo Marina
Arborist Assessment Report
Trees

I:\SRG1601\GIS\Tree_Ratings.mxd (7/18/2016)



LSA

LEGEND

Project Location

Trees

- Cajeput tree
- Canary Island pine
- Indian laurel fig
- Lemon-scented gum
- Olive
- Queen palm

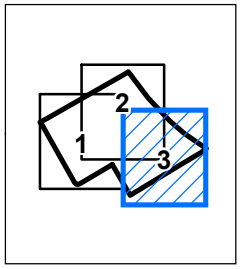


FIGURE 2
Sheet 3 of 3

Paseo Marina
Arborist Assessment Report
Trees

N

0 30 60
FEET

SOURCE: Bing Maps (2014)

I:\SRG1601\GIS\Tree_Ratings.mxd (7/18/2016)

ATTACHMENT B

TABLES A AND B

Table A: Tree Rating System

Rating	Tree Condition	Description
0	Dead	Trees rated as a 0 have no significant sign of life.
1	Extreme Problems	Trees rated as a 1 have extreme problems with health and structure. These trees have issues that are not correctable and may be hazardous if there is a target.
2	Poor	Trees rated as a 2 have major problems with health and structure but the tree's condition can be improved by following the Arborist recommendations. After the recommended actions are completed the tree's rating can be raised to a 3. These trees could pose a risk if there is a target and the recommended actions are not taken.
3	Fair	Trees rated as a 3 have minor problems with health and structure and pose no immediate danger to a target. Minor defects can be minimized by following the Arborist recommendations.
4	Good	Trees rated as a 4 have no apparent problems that can be seen by a Certified Arborist from visual ground inspection. Future hazards can be reduced or even averted by following Arborist recommendations to keep the tree in good structural and health conditions.
5	Excellent	Trees rated as a 5 have no problems that can be seen by a Certified Arborist from visual ground inspection and are in excellent condition. These trees have good structure and properly spaced branches with normal trunk to branch attachments in near-perfect condition for the species. This is the highest rating a tree can receive. There are no "perfect" trees and this rating is not common in natural or developed landscapes.

Table B: Tree Attributes

Tree No.	Scientific Name	Common Name	DBH (inches at 4.5')	Remarks	Rating
1	*Eucalyptus citriodora*	Lemon-scented gum	16		4
2	*Eucalyptus citriodora*	Lemon-scented gum	12		4
3	*Eucalyptus citriodora*	Lemon-scented gum	13		4
4	*Eucalyptus citriodora*	Lemon-scented gum	21		4
5	*Syagrus romanzoffiana*	Queen palm	15		3
6	*Syagrus romanzoffiana*	Queen palm	9.5		3
7	*Syagrus romanzoffiana*	Queen palm	11.5		3
8	*Syagrus romanzoffiana*	Queen palm	10.5		3
9	*Syagrus romanzoffiana*	Queen palm	12.5		3
10	*Syagrus romanzoffiana*	Queen palm	10		3
11	*Pinus canariensis*	Canary Island pine	13	Topped	2
12	*Syagrus romanzoffiana*	Queen palm	12		4
13	*Pinus canariensis*	Canary Island pine	14.5		3
14	*Olea europaea*	Olive	6, 8, 10, 10, 10	Multitrunk	3
15	*Syagrus romanzoffiana*	Queen palm	11.5		3
16	*Syagrus romanzoffiana*	Queen palm	11.5		3
17	*Syagrus romanzoffiana*	Queen palm	11.5		3
18	*Syagrus romanzoffiana*	Queen palm	11		3
19	*Syagrus romanzoffiana*	Queen palm	14		3
20	*Syagrus romanzoffiana*	Queen palm	11.5		3
21	*Syagrus romanzoffiana*	Queen palm	11		3
22	*Syagrus romanzoffiana*	Queen palm	11.5		3
23	*Cyathea cooperi*	Australian tree fern	8		4
24	*Cyathea cooperi*	Australian tree fern	8		4
25	*Cyathea cooperi*	Australian tree fern	10		4
26	*Schefflera actinophylla*	Octopus tree	8, 5, 5, 4	Multitrunk	4
27	*Pinus canariensis*	Canary Island pine	13.5		2
28	*Syagrus romanzoffiana*	Queen palm	10.5		3
29	*Syagrus romanzoffiana*	Queen palm	14.5		3
30	*Pinus canariensis*	Canary Island pine	10		2
31	*Washingtonia robusta*	Mexican fan palm	14		3
32	*Washingtonia robusta*	Mexican fan palm	14		3
33	*Washingtonia robusta*	Mexican fan palm	14		3
34	*Pinus canariensis*	Canary Island pine	11.5		3
35	*Washingtonia robusta*	Mexican fan palm	14		3
36	*Washingtonia robusta*	Mexican fan palm	14		3
37	*Washingtonia robusta*	Mexican fan palm	14		3
38	*Pinus canariensis*	Canary Island pine	14.5		2
39	*Syagrus romanzoffiana*	Queen palm	11		4
40	*Syagrus romanzoffiana*	Queen palm	10		3
41	*Syagrus romanzoffiana*	Queen palm	10		2
42	*Syagrus romanzoffiana*	Queen palm	10		2
43	*Syagrus romanzoffiana*	Queen palm	9.5		3
44	*Syagrus romanzoffiana*	Queen palm	12		3
45	*Syagrus romanzoffiana*	Queen palm	12		3
46	*Syagrus romanzoffiana*	Queen palm	12		3

Table B: Tree Attributes

Tree No.	Scientific Name	Common Name	DBH (inches at 4.5')	Remarks	Rating
47	*Syagrus romanzoffiana*	Queen palm	12		3
48	*Ficus microcarpa*	Indian laurel fig	15.5		3
49	*Ficus microcarpa*	Indian laurel fig	14		3
50	*Ficus microcarpa*	Indian laurel fig	16		3
51	*Ficus microcarpa*	Indian laurel fig	18.5		3
52	*Syagrus romanzoffiana*	Queen palm	10		2
53	*Arbutus unedo*	Strawberry tree	6, 6, 4	Multitrunk	3
54	*Melaleuca quinquenervia*	Cajeput tree	17.5, 14.5	Multitrunk, codominant trunks, decay at trunk base	2
55	*Melaleuca quinquenervia*	Cajeput tree	13.5		3
56	*Cupaniopsis anacardioides*	Carrotwood tree	7.5		3
57	*Cupaniopsis anacardioides*	Carrotwood tree	4.5		2
58	*Syagrus romanzoffiana*	Queen palm	14.5		3
59	*Syagrus romanzoffiana*	Queen palm	15.5		3
60	*Syagrus romanzoffiana*	Queen palm	13.5		3
61	*Syagrus romanzoffiana*	Queen palm	14		3
62	*Syagrus romanzoffiana*	Queen palm	13		3
63	*Syagrus romanzoffiana*	Queen palm	14		3
64	*Syagrus romanzoffiana*	Queen palm	11.5		2
65	*Pinus canariensis*	Canary Island pine	8		2
66	*Washingtonia robusta*	Mexican fan palm	17.5		3
67	*Washingtonia robusta*	Mexican fan palm	18.5		3
68	*Washingtonia robusta*	Mexican fan palm	14.5		3
69	*Pinus canariensis*	Canary Island pine	20		2
70	*Washingtonia robusta*	Mexican fan palm	18.5		3
71	*Washingtonia robusta*	Mexican fan palm	13.5		3
72	*Washingtonia robusta*	Mexican fan palm	15		3
73	*Washingtonia robusta*	Mexican fan palm	18		3
74	*Washingtonia robusta*	Mexican fan palm	13		3
75	*Washingtonia robusta*	Mexican fan palm	16.5		3
76	*Washingtonia robusta*	Mexican fan palm	18.5		2
77	*Washingtonia robusta*	Mexican fan palm	16.5		2
78	*Washingtonia robusta*	Mexican fan palm	14.5		2
79	*Syagrus romanzoffiana*	Queen palm	8.5		3
80	*Phoenix dactylifera*	Date palm	17	Chlorotic	2
81	*Phoenix dactylifera*	Date palm	17	Chlorotic	2
82	*Phoenix dactylifera*	Date palm	18.5	Chlorotic	2
83	*Phoenix dactylifera*	Date palm	17.5	Chlorotic	2
84	*Phoenix dactylifera*	Date palm	19	Chlorotic	2
85	*Phoenix dactylifera*	Date palm	18		3
86	*Phoenix dactylifera*	Date palm	19	Chlorotic	2
87	*Phoenix dactylifera*	Date palm	19		3

Table B: Tree Attributes

Tree No.	Scientific Name	Common Name	DBH (inches at 4.5')	Remarks	Rating
88	*Phoenix dactylifera*	Date palm	18	Chlorotic	2
89	*Syagrus romanzoffiana*	Queen palm	10		3
90	*Phoenix dactylifera*	Date palm	19	Chlorotic	2
91	*Syagrus romanzoffiana*	Queen palm	10		3
92	*Syagrus romanzoffiana*	Queen palm	9		3
93	*Syagrus romanzoffiana*	Queen palm	11.5		2
94	*Syagrus romanzoffiana*	Queen palm	10.5		3
95	*Syagrus romanzoffiana*	Queen palm	9		2
96	*Syagrus romanzoffiana*	Queen palm	11		3
97	*Syagrus romanzoffiana*	Queen palm	8		2
98	*Syagrus romanzoffiana*	Queen palm	11		4
99	*Syagrus romanzoffiana*	Queen palm	8		3
100	*Syagrus romanzoffiana*	Queen palm	8		2
101	*Syagrus romanzoffiana*	Queen palm	14		4

@ = at
DBH = diameter at breast height

Appendix IS-2

South Central Coastal Information Center
Records Search

South Central Coastal Information Center
California State University, Fullerton
Department of Anthropology MH-426
800 North State College Boulevard
Fullerton, CA 92834-6846
657.278.5395 / FAX 657.278.5542
sccic@fullerton.edu
California Historical Resources Information System
Orange, Los Angeles, and Ventura Counties

3/2/2015 SCCIC File #: 14726.919

Stephanie Eyestone-Jones
Matrix Environmental
6701 Center Drive West, Ste.900
Los Angeles CA 90045

Re: Cultural/Archaeological Resources records Search for the Marina Marketplace Phase III Project, City of Los Angeles, California

The South Central Coastal Information Center received your records search request for the project area referenced above, located on the Venice, CA USGS 7.5' quadrangle. The following summary reflects the results of the records search for the project area and a ½-mile radius. The search includes a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register of Historical Resources (CAL REG), the National Register of Historic Places (NRHP), the California State Historic Properties Directory (HPD), and the City of Los Angeles Historic-Cultural Monuments (LAHCM) listings were reviewed for the above referenced project site. Due to the sensitive nature of cultural resources, archaeological site locations are not released.

RECORDS SEARCH RESULTS SUMMARY

Archaeological Resources	Within project area: 0 Within project radius: 2
Built-Environment Resources	Within project area: 0 Within project radius: 3
Reports and Studies	Within project area: 0 Within project radius: 24
OHP Historic Properties Directory (HPD)	Within project area: 0 Within project radius: 3
California Points of Historical Interest (SPHI)	Within project area: 0 Within project radius: 0
California Historical Landmarks (SHL)	Within project area: 0 Within project radius: 0
California Register of Historical Resources (CAL REG)	Within project area: 0 Within project radius: 0

National Register of Historic Places (NRHP)	Within project area: 0 Within project radius: 0
Archaeological Determinations of Eligibility (ADOE):	Within project area: 0 Within project radius: 0
City of Los Angeles Historic-Cultural Monuments (LAHCM)	Within project area: 0 Within project radius: 0

HISTORIC MAP REVIEW – Redondo, CA (1896, 1944) USGS 15': indicated that in 1896, there was little to no visible development within the project site; however, there were two roads and two buildings within the vicinity of the project area. The Atchison Topeka and Santa Fe Railroad (Santa Monica Branch) ran to the south of the project site. The project site was located to the north of Ballona Lagoon and was located within the historic place name of La Ballona. Other historic place names nearby included Machado. In 1944, there appeared to be on building within the project site. There were numerous roads and buildings present within the vicinity of the project area with the project site now being located within a dense urban environment. Major roadways nearby included State Route 101 and State Route 60. Historic place names nearby included Los Angeles, Machado, and Culver Garden. All other previously mentioned features remained.

RECOMMENDATIONS

The subject property does not appear to have been surveyed for the presence of cultural resources. Therefore, an archaeological survey by a qualified archaeologist is recommended. It is also recommended that any historic properties (45 years and older and in the area of potential effect) be identified, recorded, and evaluated for local, state, or national significance prior to the approval of project plans. Finally, the Native American Heritage Commission should be consulted to identify if any additional traditional cultural properties or other sacred sites are known to be in the area.

For your convenience, you may find a professional consultant* at www.chrisinfo.org. Any resulting reports by the qualified consultant should be submitted to the South Central Coastal Information Center as soon as possible.

*The SCCIC does not endorse any particular consultant and makes no claims about the qualifications of any person listed. Each consultant on this list self-reports that they meet current professional standards.

If you have any questions regarding the results presented herein, please contact the office at 657.278.5395 Monday through Thursday 9:00 am to 3:30 pm.

Should you require any additional information for the above referenced project, reference the SCCIC number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System,

Stacy St. James
2015.03.02 14:17:15 -08'00'

Lindsey Noyes
Lead Staff Researcher

Enclosures:

(X) Invoice #14726.919

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

Appendix IS-3

Natural History Museum Records Search

Natural History Museum
of Los Angeles County
900 Exposition Boulevard
Los Angeles, CA 90007

tel 213.763.DINO
www.nhm.org

NATURAL HISTORY MUSEUM
LOS ANGELES COUNTY

Vertebrate Paleontology Section
Telephone: (213) 763-3325
Fax: (213) 746-7431
e-mail: smcleod@nhm.org

3 February 2015

Matrix Environmental
6701 Center Drive West, Suite 900
Los Angeles, California 90045

Attn: Stephanie Eyestone-Jones, President

re: Paleontological resources for the proposed Marina Marketplace Phase III Project, in the City of Los Angeles, Los Angeles County, project area

Dear Stephanie:

I have conducted a thorough check of our paleontology collection records for the locality and specimen data for the proposed Marina Marketplace Phase III Project, in the City of Los Angeles, Los Angeles County, project area as outlined on the portion of the Venice quadrangle map that Laura Rodriguez sent to me via e-mail on 21 January 2015. We have no vertebrate fossil localities that lie directly within the boundaries of the proposed project area, but we do have localities nearby from sedimentary deposits similar to those that occur at depth in the proposed project area.

The entire proposed project area has surface deposits that consist of younger Quaternary Alluvium, derived predominately as fluvial deposits from Ballona Creek that currently flows just to the east and south. These deposits typically do not contain significant fossil vertebrate remains, at least in the uppermost layers, and we have no vertebrate fossil localities nearby from such deposits. At relatively shallow depth in this area, however, older Quaternary sediments that contain significant vertebrate fossils are likely to be encountered. Our closest vertebrate fossil locality from these deposits is LACM 7879, north-northwest of the proposed project area near the intersection of Rose Avenue and Penmar Avenue, that produced fossil specimens of horse, *Equus*, and ground sloth, *Paramylodon*, at greater than eleven feet in depth. Our next closest vertebrate fossil locality from these deposits is LACM 5462, further north-northwest of the

proposed project area just south of Olympic Boulevard along Michigan Avenue east of Cloverfield Boulevard, that produced a fossil specimen of extinct lion, *Felis atrox*, at a depth of only six feet below grade.

Surface grading or very shallow excavations in the proposed project area probably will not uncover significant vertebrate fossil remains. Excavations that extend down below about five feet, however, may well encounter significant fossil vertebrate specimens. Any substantial excavation below the uppermost layers in the proposed project area, therefore, should be monitored closely to quickly and professionally recover any fossil remains discovered while not impeding development. Sediment samples from the proposed project area should also be collected and processed to determine the small fossil potential of the site. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

This records search covers only the vertebrate paleontology records of the Natural History Museum of Los Angeles County. It is not intended to be a thorough paleontological survey of the proposed project area covering other institutional records, a literature survey, or any potential on-site survey.

Sincerely,

Samuel A. McLeod

Samuel A. McLeod, Ph.D.
Vertebrate Paleontology

enclosure: invoice

Appendix A.2

Notice of Preparation (NOP)

DEPARTMENT OF
CITY PLANNING

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ
PRESIDENT

RENEE DAKE WILSON
VICE-PRESIDENT

CAROLINE CHOE
RICHARD KATZ
JOHN W. MACK
SAMANTHA MILLMAN
MARC MITCHELL
VERONICA PADILLA-CAMPOS
DANA M. PERLMAN

ROCKY WILES
COMMISSION OFFICE MANAGER
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801

VINCENT P. BERTONI, AICP
DIRECTOR
(213) 978-1271

KEVIN J. KELLER, AICP
DEPUTY DIRECTOR
(213) 978-1272

LISA M. WEBBER, AICP
DEPUTY DIRECTOR
(213) 978-1274

JAN ZATORSKI
DEPUTY DIRECTOR
(213) 978-1273

http://planning.lacity.org

June 9, 2017

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT AND PUBLIC SCOPING MEETING

CASE NO.: ENV-2016-3343-EIR
PROJECT NAME: Paseo Marina
PROJECT APPLICANT: Sares-Regis Group
PROJECT ADDRESS: 13400-13450 Maxella Avenue, 4305-4363 Glencoe Avenue, Los Angeles, California, 90292
COMMUNITY PLANNING AREA: Palms - Mar Vista - Del Rey
COUNCIL DISTRICT: 11- Bonin
COMMENT PERIOD: June 9, 2017 – July 11, 2017
DUE DATE FOR PUBLIC COMMENTS: 4:00 P.M. on July 11, 2017
SCOPING MEETING: June 27, 2017. See more information below.

Pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15082, once the Lead Agency decides an Environmental Impact Report (EIR) is required for a project, a Notice of Preparation (NOP) describing the project and its potential environmental effects shall be prepared. You are being notified of the intent of the City of Los Angeles, as Lead Agency, to prepare an EIR for the Paseo Marina Project, which is located in an area of interest to you and/or the organization or agency you represent. The EIR will be prepared by outside consultants under the supervision of the Department of City Planning.

The City of Los Angeles requests your comments as to the scope and content of the EIR, including any mitigations or alternatives to reduce potential impacts. Comments must be submitted in writing pursuant to the instructions provided below. If you represent an agency, the City is seeking comments as to the scope and content of the environmental information in the document that is germane to your agency's statutory responsibilities in connection with the Project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approvals for the Project.

A Scoping Meeting will be held on June 27, 2017, as detailed below. The Scoping Meeting will be in an open house format. **The Scoping Meeting is NOT the required public hearing for Municipal Code entitlement requests**; that hearing will be scheduled after completion of the EIR.

The environmental file for the Project is available for review at the Department of City Planning, 200 North Spring Street, Room 750, Los Angeles, CA 90012, during regular office hours, Monday–Friday from 8:00 A.M.–4:00 P.M. A copy of the Initial Study prepared for the Project is not attached but may be viewed online at http://planning.lacity.org by clicking on the "Environmental Review" tab, then "Notice of Preparation & Public Scoping Meetings."

PROJECT LOCATION: The Project Site comprises an approximately 6.06-acre portion of the existing Marina Marketplace Shopping Center located in the Palms–Mar Vista–Del Rey Community Plan area. The Project Site is bounded by Maxella Avenue to the north, Glencoe Avenue to the east, Marina Marketplace Shopping Center uses to the south, and the Stella Apartments to the west.

PROJECT DESCRIPTION: The Project proposes to replace three existing shopping center-related buildings within the Project Site that together comprise approximately 100,781 square feet and associated surface parking areas with a new mixed-use development consisting of 658 multi-family residential units and an estimated 27,300 square feet of neighborhood-serving commercial uses, including approximately 13,650 square feet of retail space and approximately 13,650 square feet of restaurant space. The proposed multi-family residential and commercial uses would be provided within three seven-story buildings with a maximum height of approximately 77 feet.

In accordance with the requirements of the Los Angeles Municipal Code (LAMC), the proposed uses would be supported by 1,217 parking spaces, which would be distributed throughout the Project Site in two subterranean parking levels and in two above-grade parking levels located within each of the three buildings. The Project would include residential lobbies and leasing areas, pools, a spa, and outdoor kitchens with lounges and seating. In addition, per the requirements set forth in the LAMC, the Project would provide approximately 70,175 square feet of open space, including paved plazas with seating, landscaped paseos, and landscaped open space at the ground level that would be privately maintained and publicly accessible. The proposed plazas located along the northwest portion and in the center of the Project Site would connect to a publicly accessible, privately maintained open space area, including a one-story amenity building and additional seating, located along the southwestern portion of the Project Site via outdoor pedestrian paseos. Overall, the Project would remove approximately 100,781 square feet of existing commercial floor area and construct approximately 674,329 square feet of new residential and commercial floor area, resulting in a net increase of 573,548 square feet of net new floor area within the Project Site for a total floor area ratio of approximately 2.6 to 1.

REQUESTED PERMITS/APPROVALS: The entitlements being requested for the Project include, but may not be limited to, the following:

1. General Plan Amendment to the Palms–Mar Vista–Del Rey Community Plan to change the Community Plan land use designation from Limited Manufacturing to General Commercial;
2. Vesting Zone and Height District Change from [Q]M1-1 to (T)(Q)C2-2D;
3. Site Plan Review;
4. Master Conditional Use Permit to allow the onsite and offsite sale of a full line of alcoholic beverages;

5. Coastal Development Permit;
6. Mello Act Compliance Review;
7. Vesting Tentative Tract Map together with a haul route;
8. Lot Line Adjustment; and
9. Other discretionary and ministerial permits and approvals that may be deemed necessary, including but not limited to temporary street closure permits, grading permits, excavation permits, foundation permits, and building permits.

PROBABLE ENVIRONMENTAL EFFECTS OF THE PROJECT: Aesthetics; Air Quality; Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Noise; Public Services (fire protection, police protection, schools, parks, and libraries); Recreation; Transportation/ Traffic; Tribal Cultural Resources; and Utilities and Service Systems (water, wastewater, solid waste, and electricity and natural gas facilities). Other environmental areas addressed in the Initial Study and determined to result in no impacts, less than significant impacts, or less than significant impacts with mitigation measures imposed, will not be analyzed further in the EIR.

PUBLIC SCOPING MEETING DATE AND LOCATION: A public scoping meeting in an **open house format** will be held to receive written public comments regarding the scope and content of the environmental analysis to be included in the Draft EIR. City staff, environmental consultants, and Project representatives will be available, but no formal presentation is scheduled. You may stop by at any time between 5:00 P.M. and 7:00 P.M. to view materials, ask questions, and provide written comments. The City of Los Angeles encourages all interested individuals and organizations to attend this meeting. The location, date, and time of the public scoping meeting for this Project are as follows:

Date: **June 27, 2017**
Time: **5:00 P.M.–7:00 P.M.**
Arrive any time between 5:00 P.M.–7:00 P.M. to speak one-on-one with City staff and Project consultants.
Location: **Hotel MdR**
13480 Maxella Avenue
Marina del Rey, CA 90292
(See attached map)

Free and ADA-compliant parking will be available to Scoping Meeting attendees.

The enclosed materials reflect the scope of the Project (subject to change). The City of Los Angeles will consider all written comments regarding the potential environmental impacts of the Project and issues to be addressed in the EIR. **Written comments must be submitted to this office by 4:00 P.M., July 11, 2017**. Written comments also will be accepted at the public scoping meeting described above.

Please direct your responses to:

Mail: Jon Chang
Major Projects Section
City of Los Angeles Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012
Fax: (213) 978-1343
E-mail: Jonathan.Chang@lacity.org

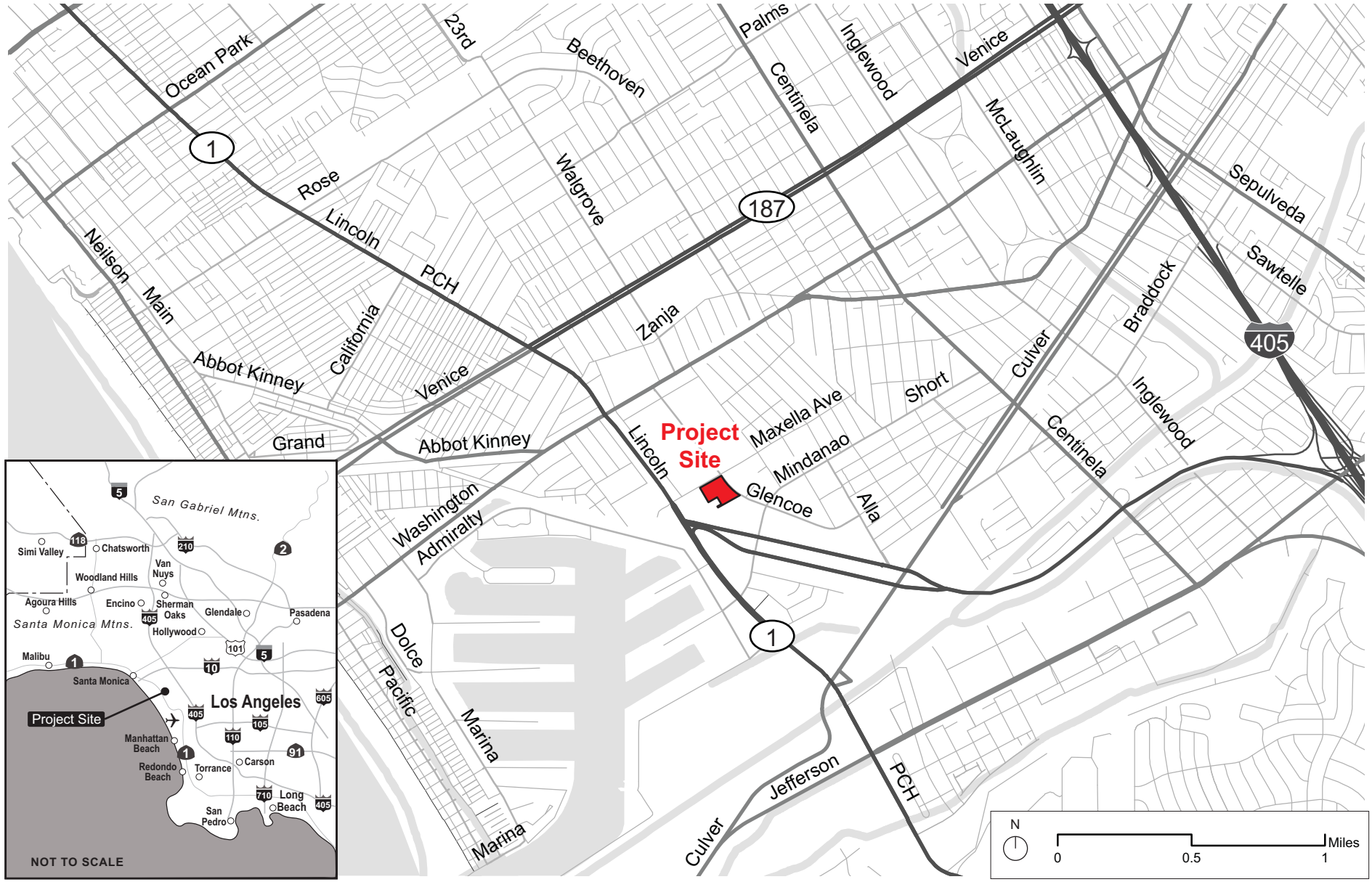
ACCOMMODATIONS: As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability. The Scoping Meeting location and its parking are wheelchair accessible. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or services may be provided upon request. *Como entidad cubierta bajo el Título II del Acto de los Americanos con Desabilidades, la Ciudad de Los Angeles no discrimina. La facilidad donde la junta se llevará a cabo y su estacionamiento es accesibles para sillas de ruedas. Traductores de Lengua de Muestra, dispositivos de oído, u otras ayudas auxiliaries se pueden hacer disponibles si usted las pide en avance.*

Other services, such as translation between English and other languages, may also be provided upon written request submitted a minimum of seven (7) working days in advance to: per.planning@lacity.org. Be sure to identify the language you need English to be translated into, and indicate if the request is for oral or written translation services. If translation of a written document is requested, please include the document to be translated as an attachment to your email. *Otros servicios, como traducción entre inglés a otros lenguajes, pueden estar disponibles cuando se pide por escrito con un mínimo de siete (7) días hábiles avanzados, por correo electrónico: per.planning@lacity.org Este seguro de identificar el idioma que usted necesite. Por favor indique si necesita servicios de traducción oral o en escrito. Si es traducción de un documento escrito, por favor de incluir el documento que necesita ser traducido, como un adjunto al correo electrónico.*

Vincent P. Bertoni, AICP
Director of City Planning

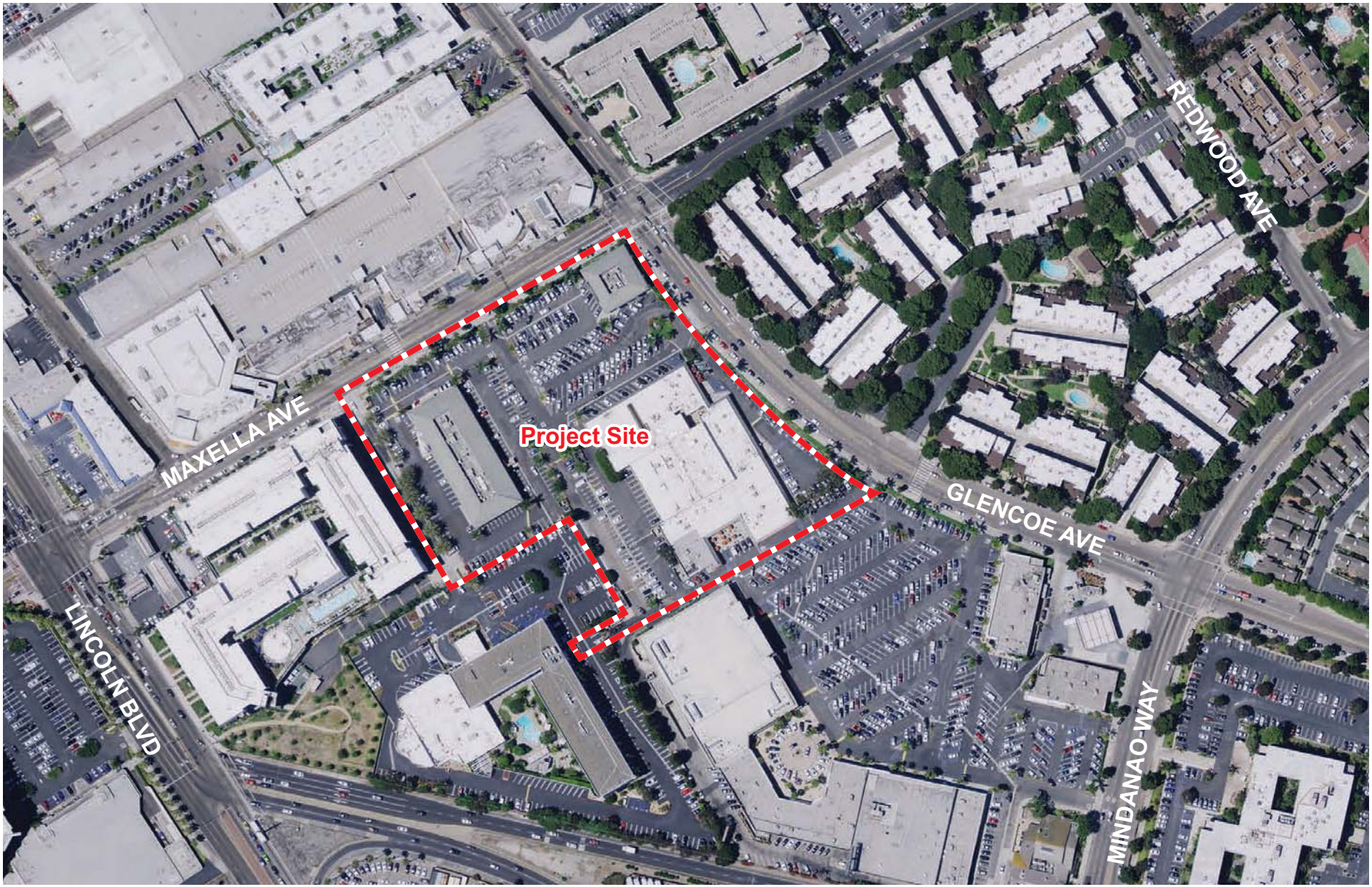
Jon Chang
Project Planner, Major Projects Section

Attachments:
Project Location Map
Aerial Photograph of Project Vicinity
Conceptual Site and Landscape Plan
500-Foot Radius Map
Scoping Meeting Location Map



Project Location Map

Source: Los Angeles County GIS, 2015; Eyestone Environmental, 2016.



Aerial Photograph of Project Vicinity

Source: Google Earth, 2016.



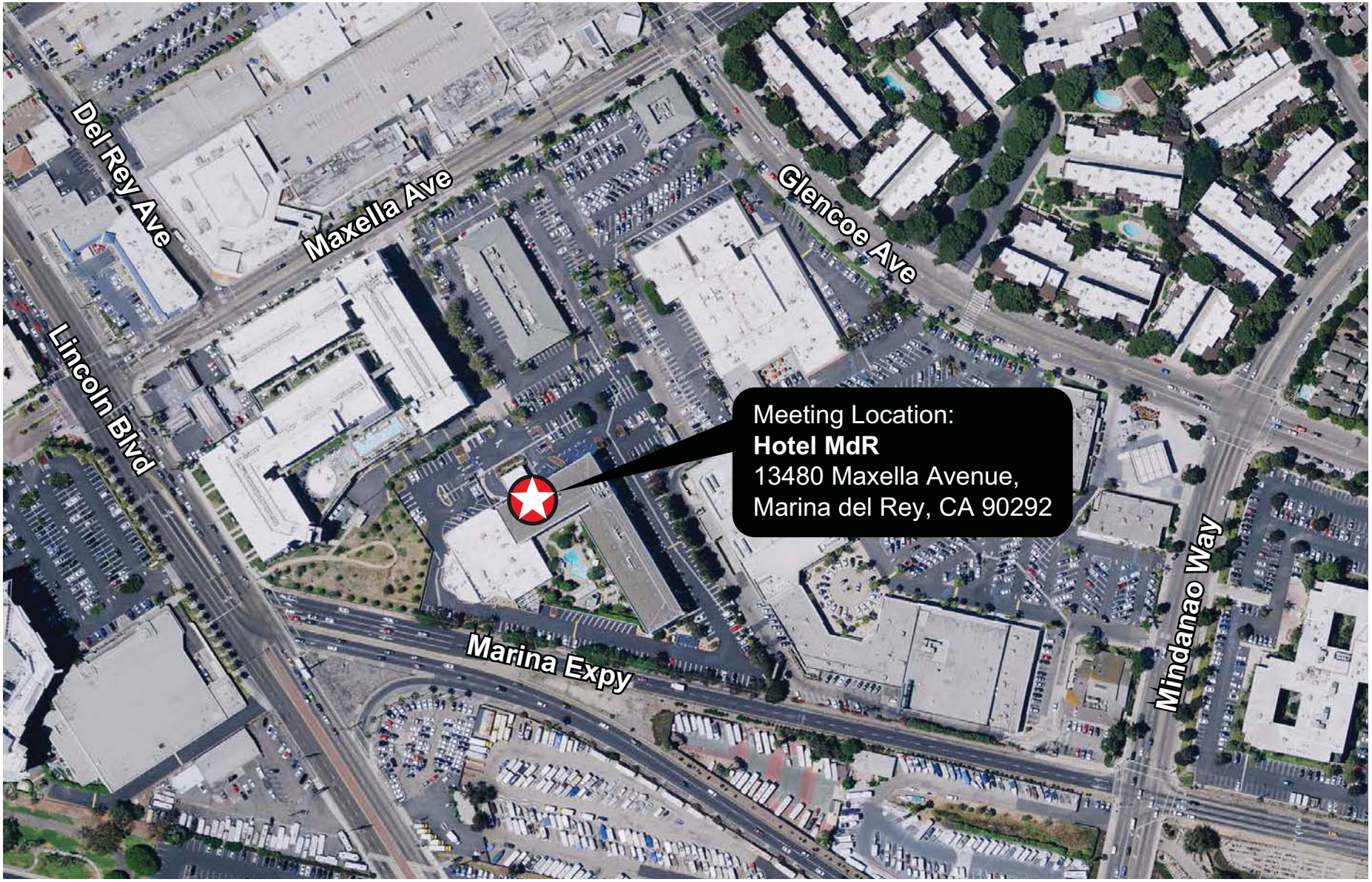
Conceptual Site and Landscape Plan

Source: TCA Architects, Melendrez, 2016.



500-Foot Radius Map

Source: GC Mapping Service, Inc., 2017.



Scoping Meeting Location Map

Source: Apple Maps, 2017.

Appendix A.3

NOP Comment Letters

Department of Toxic Substances Control

Matthew Rodriquez
Secretary for
Environmental Protection

Barbara A. Lee, Director
9211 Oakdale Avenue
Chatsworth, California 91311

Edmund G. Brown Jr.
Governor

July 14, 2017

RECEIVED
CITY OF LOS ANGELES
JUL 24 2017
MAJOR PROJECTS
UNIT

Mr. Jon Chang
Major Projects Section
City of Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, California 90012

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT AND PUBLIC SCOPING MEETING FOR THE PASEO MARINA PROJECT (PROJECT), ENV-2016-3343-EIR

Dear Mr. Chang:

The Department of Toxic Substances Control (DTSC) has received your Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the above mentioned Project.

Based on the review of the document, the DTSC comments are as follows:

1) The EIR needs to identify and determine whether current or historic uses at the Project site have resulted in any release of hazardous wastes/substances at the Project area.

2) The EIR needs to identify any known or potentially contaminated site within the proposed Project area. For all identified sites, the EIR needs to evaluate whether conditions at the site pose a threat to human health or the environment.

3) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation, and which government agency will provide appropriate regulatory oversight.

4) If during construction of the project, soil contamination is encountered or suspected, construction in the area should stop and appropriate Health and Safety procedures should be implemented. If it is determined that contaminated soil exists, the EIR should identify how any required investigation and/or remediation will be conducted, and which government agency will provide appropriate regulatory oversight.

Printed on Recycled Paper

DTSC provides guidance for Preliminary Endangerment Assessment (PEA) preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP please visit DTSC's web site at www.dtsc.ca.gov. If you would like to meet and discuss this matter further please contact me at (818) 717-6539 or email at juli.propes@dtsc.ca.gov.

Sincerely,

Juli Propes
Unit Chief
Brownfields and Environmental Restoration Program – Chatsworth Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

July 18, 2017

Jon Chang
Major Projects Section
City of Los Angeles Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

RE: 13400-13450 Maxella Avenue & 4305-4363 Glencoe Avenue – Paseo Marina – Notice of Preparation of an Environmental Impact Report – ENV-2016-3343-EIR

Dear Mr. Chang:

Thank you for the opportunity to comment on the Notice of Preparation of an Environmental Impact Report for the Paseo Marina project located at 13400-13450 Maxella Avenue & 4305-4363 Glencoe Avenue in the City of Los Angeles. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibility in relation to our facilities and services that may be affected by the proposed project.

Metro is committed to working with stakeholders across the County to support the development of transit oriented communities (TOCs). TOCs are built by considering transit within a broader community and creating vibrant, compact, walkable, and bikeable places centered around transit stations and hubs with the goal of encouraging the use of transit and other alternatives to driving. Metro looks forward to collaborating with local municipalities, developers, and other stakeholders in their land use planning and development efforts, and to find partnerships that support TOCs across Los Angeles County.

Project Description

The Project proposes to replace three existing shopping center-related buildings within the Project Site totaling approximately 100,781 square feet and associated surface parking areas with a new mixed-use development consisting of 658 multi-family residential units and an estimated 27,300 square feet of neighborhood-serving commercial uses, including approximately 13,650 square feet of retail space and approximately 13,650 square feet of restaurant space. In accordance with the requirements of the Los Angeles Municipal Code, the proposed uses would be supported by 1,217 parking spaces.

Metro Comments

Congestion Management Program

Beyond impacts to Metro facilities and operations, Metro must also notify the applicant of state requirements. A Transportation Impact Analysis (TIA), with roadway and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA

Guidelines are published in the "2010 Congestion Management Program for Los Angeles County," Appendix D (attached). The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic).

2. If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.

3. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

4. Caltrans must also be consulted through the NOP process to identify other specific locations to be analyzed on the state highway system.

The CMP TIA requirement also contains two separate impact studies covering roadways and transit, as outlined in Sections D.8.1 – D.9.4. If the TIA identifies no facilities for study based on the criteria above, no further traffic analysis is required. However, projects must still consider transit impacts. For all CMP TIA requirements please see the attached guidelines.

If you have any questions regarding this response, please contact Elizabeth Carvajal at 213-922-3084 or by email at DevReview@metro.net. Metro looks forward to reviewing the Draft EIR. Please send it to the following address:

Metro Development Review
One Gateway Plaza MS 99-23-4
Los Angeles, CA 90012-2952

Sincerely,

Elizabeth Carvajal
Sr. Manager, Transportation Planning

Attachment: CMP Appendix D: Guidelines for CMP Transportation Impact Analysis

APPENDIX

D

GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS

Important Notice to User: This section provides detailed travel statistics for the Los Angeles area which will be updated on an ongoing basis. Updates will be distributed to all local jurisdictions when available. In order to ensure that impact analyses reflect the best available information, lead agencies may also contact MTA at the time of study initiation. Please contact MTA staff to request the most recent release of "Baseline Travel Data for CMP TIAs."

D.1 OBJECTIVE OF GUIDELINES

The following guidelines are intended to assist local agencies in evaluating impacts of land use decisions on the Congestion Management Program (CMP) system, through preparation of a regional transportation impact analysis (TIA). The following are the basic objectives of these guidelines:

- Promote consistency in the studies conducted by different jurisdictions, while maintaining flexibility for the variety of project types which could be affected by these guidelines.
- Establish procedures which can be implemented within existing project review processes and without ongoing review by MTA.
- Provide guidelines which can be implemented immediately, with the full intention of subsequent review and possible revision.

These guidelines are based on specific requirements of the Congestion Management Program, and travel data sources available specifically for Los Angeles County. References are listed in Section D.10 which provide additional information on possible methodologies and available resources for conducting TIAs.

D.2 GENERAL PROVISIONS

Exhibit D-7 provides the model resolution that local jurisdictions adopted containing CMP TIA procedures in 1993. TIA requirements should be fulfilled within the existing environmental review process, extending local traffic impact studies to include impacts to the regional system. In order to monitor activities affected by these requirements, Notices of Preparation (NOPs) must be submitted to MTA as a responsible agency. Formal MTA approval of individual TIAs is not required.

The following sections describe CMP TIA requirements in detail. In general, the competing objectives of consistency & flexibility have been addressed by specifying standard, or minimum, requirements and requiring documentation when a TIA varies from these standards.

D.3 PROJECTS SUBJECT TO ANALYSIS

In general a CMP TIA is required for all projects required to prepare an Environmental Impact Report (EIR) based on local determination. A TIA is not required if the lead agency for the EIR finds that traffic is not a significant issue, and does not require local or regional traffic impact analysis in the EIR. Please refer to Chapter 5 for more detailed information.

CMP TIA guidelines, particularly intersection analyses, are largely geared toward analysis of projects where land use types and design details are known. Where likely land uses are not defined (such as where project descriptions are limited to zoning designation and parcel size with no information on access location), the level of detail in the TIA may be adjusted accordingly. This may apply, for example, to some redevelopment areas and citywide general plans, or community level specific plans. In such cases, where project definition is insufficient for meaningful intersection level of service analysis, CMP arterial segment analysis may substitute for intersection analysis.

D.4 STUDY AREA

The geographic area examined in the TIA must include the following, at a minimum:

- All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).
- If CMP arterial segments are being analyzed rather than intersections (see Section D.3), the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.
- Caltrans must also be consulted through the Notice of Preparation (NOP) process to identify other specific locations to be analyzed on the state highway system.

If the TIA identifies no facilities for study based on these criteria, no further traffic analysis is required. However, projects must still consider transit impacts (Section D.8.4).

D.5 BACKGROUND TRAFFIC CONDITIONS

The following sections describe the procedures for documenting and estimating background, or non-project related traffic conditions. Note that for the purpose of a TIA, these background estimates must include traffic from all sources without regard to the exemptions specified in CMP statute (e.g., traffic generated by the provision of low and very low income housing, or trips originating outside Los Angeles County. Refer to Chapter 5, Section 5.2.3 for a complete list of exempted projects).

D.5.1 Existing Traffic Conditions. Existing traffic volumes and levels of service (LOS) on the CMP highway system within the study area must be documented. Traffic counts must

be less than one year old at the time the study is initiated, and collected in accordance with CMP highway monitoring requirements (see Appendix A). Section D.8.1 describes TIA LOS calculation requirements in greater detail. Freeway traffic volume and LOS data provided by Caltrans is also provided in Appendix A.

D.5.2 Selection of Horizon Year and Background Traffic Growth. Horizon year(s) selection is left to the lead agency, based on individual characteristics of the project being analyzed. In general, the horizon year should reflect a realistic estimate of the project completion date. For large developments phased over several years, review of intermediate milestones prior to buildout should also be considered.

At a minimum, horizon year background traffic growth estimates must use the generalized growth factors shown in Exhibit D-1. These growth factors are based on regional modeling efforts, and estimate the general effect of cumulative development and other socioeconomic changes on traffic throughout the region. Beyond this minimum, selection among the various methodologies available to estimate horizon year background traffic in greater detail is left to the lead agency. Suggested approaches include consultation with the jurisdiction in which the intersection under study is located, in order to obtain more detailed traffic estimates based on ongoing development in the vicinity.

D.6 PROPOSED PROJECT TRAFFIC GENERATION

Traffic generation estimates must conform to the procedures of the current edition of Trip Generation, by the Institute of Transportation Engineers (ITE). If an alternative methodology is used, the basis for this methodology must be fully documented.

Increases in site traffic generation may be reduced for existing land uses to be removed, if the existing use was operating during the year the traffic counts were collected. Current traffic generation should be substantiated by actual driveway counts; however, if infeasible, traffic may be estimated based on a methodology consistent with that used for the proposed use.

Regional transportation impact analysis also requires consideration of trip lengths. Total site traffic generation must therefore be divided into work and non-work-related trip purposes in order to reflect observed trip length differences. Exhibit D-2 provides factors which indicate trip purpose breakdowns for various land use types.

For lead agencies who also participate in CMP highway monitoring, it is recommended that any traffic counts on CMP facilities needed to prepare the TIA should be done in the manner outlined in Chapter 2 and Appendix A. If the TIA traffic counts are taken within one year of the deadline for submittal of CMP highway monitoring data, the local jurisdiction would save the cost of having to conduct the traffic counts twice.

D.7 TRIP DISTRIBUTION

For trip distribution by direct/manual assignment, generalized trip distribution factors are provided in Exhibit D-3, based on regional modeling efforts. These factors indicate Regional Statistical Area (RSA)-level tripmaking for work and non-work trip purposes.

(These RSAs are illustrated in Exhibit D-4.) For locations where it is difficult to determine the project site RSA, census tract/RSA correspondence tables are available from MTA.

Exhibit D-5 describes a general approach to applying the preceding factors. Project trip distribution must be consistent with these trip distribution and purpose factors; the basis for variation must be documented.

Local agency travel demand models disaggregated from the SCAG regional model are presumed to conform to this requirement, as long as the trip distribution functions are consistent with the regional distribution patterns. For retail commercial developments, alternative trip distribution factors may be appropriate based on the market area for the specific planned use. Such market area analysis must clearly identify the basis for the trip distribution pattern expected.

D.8 IMPACT ANALYSIS

CMP Transportation Impact Analyses contain two separate impact studies covering roadways and transit. Section Nos. D.8.1-D.8.3 cover required roadway analysis while Section No. D.8.4 covers the required transit impact analysis. Section Nos. D.9.1-D.9.4 define the requirement for discussion and evaluation of alternative mitigation measures.

D.8.1 Intersection Level of Service Analysis. The LA County CMP recognizes that individual jurisdictions have wide ranging experience with LOS analysis, reflecting the variety of community characteristics, traffic controls and street standards throughout the county. As a result, the CMP acknowledges the possibility that no single set of assumptions should be mandated for all TIAs within the county.

However, in order to promote consistency in the TIAs prepared by different jurisdictions, CMP TIAs must conduct intersection LOS calculations using either of the following methods:

- The Intersection Capacity Utilization (ICU) method as specified for CMP highway monitoring (see Appendix A); or
- The Critical Movement Analysis (CMA) / Circular 212 method.

Variation from the standard assumptions under either of these methods for circumstances at particular intersections must be fully documented.

TIAs using the 1985 or 1994 Highway Capacity Manual (HCM) operational analysis must provide converted volume-to-capacity based LOS values, as specified for CMP highway monitoring in Appendix A.

D.8.2 Arterial Segment Analysis. For TIAs involving arterial segment analysis, volume-to-capacity ratios must be calculated for each segment and LOS values assigned using the V/C-LOS equivalency specified for arterial intersections. A capacity of 800 vehicles per hour per through traffic lane must be used, unless localized conditions necessitate alternative values to approximate current intersection congestion levels.

D.8.3 Freeway Segment (Mainline) Analysis. For the purpose of CMP TIAs, a simplified analysis of freeway impacts is required. This analysis consists of a demand-to-capacity calculation for the affected segments, and is indicated in Exhibit D-6.

D.8.4 Transit Impact Review. CMP transit analysis requirements are met by completing and incorporating into an EIR the following transit impact analysis:

- ❑ Evidence that affected transit operators received the Notice of Preparation.
- ❑ A summary of existing transit services in the project area. Include local fixed-route services within a ¼ mile radius of the project; express bus routes within a 2 mile radius of the project, and; rail service within a 2 mile radius of the project.
- ❑ Information on trip generation and mode assignment for both AM and PM peak hour periods as well as for daily periods. Trips assigned to transit will also need to be calculated for the same peak hour and daily periods. Peak hours are defined as 7:30-8:30 AM and 4:30-5:30 PM. Both "peak hour" and "daily" refer to average weekdays, unless special seasonal variations are expected. If expected, seasonal variations should be described.
- ❑ Documentation of the assumption and analyses that were used to determine the number and percent of trips assigned to transit. Trips assigned to transit may be calculated along the following guidelines:
  - ➢ Multiply the total trips generated by 1.4 to convert vehicle trips to person trips;
  - ➢ For each time period, multiply the result by one of the following factors:

    3.5% of Total Person Trips Generated for most cases, except:

    10% primarily Residential within 1/4 mile of a CMP transit center
    15% primarily Commercial within 1/4 mile of a CMP transit center
    7% primarily Residential within 1/4 mile of a CMP multi-modal transportation center
    9% primarily Commercial within 1/4 mile of a CMP multi-modal transportation center
    5% primarily Residential within 1/4 mile of a CMP transit corridor
    7% primarily Commercial within 1/4 mile of a CMP transit corridor
    0% if no fixed route transit services operate within one mile of the project

  To determine whether a project is primarily residential or commercial in nature, please refer to the CMP land use categories listed and defined in Appendix E, *Guidelines for New Development Activity Tracking and Self Certification*. For projects that are only partially within the above one-quarter mile radius, the base rate (3.5% of total trips generated) should be applied to all of the project buildings that touch the radius perimeter.

- ❑ Information on facilities and/or programs that will be incorporated in the development plan that will encourage public transit use. Include not only the jurisdiction's TDM Ordinance measures, but other project specific measures.

- Analysis of expected project impacts on current and future transit services and proposed project mitigation measures, and;
- Selection of final mitigation measures remains at the discretion of the local jurisdiction/lead agency. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

D.9 IDENTIFICATION AND EVALUATION OF MITIGATION

D.9.1 Criteria for Determining a Significant Impact. For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing LOS F ($V/C > 1.00$); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$). The lead agency may apply a more stringent criteria if desired.

D.9.2 Identification of Mitigation. Once the project has been determined to cause a significant impact, the lead agency must investigate measures which will mitigate the impact of the project. Mitigation measures proposed must clearly indicate the following:

- Cost estimates, indicating the fair share costs to mitigate the impact of the proposed project. If the improvement from a proposed mitigation measure will exceed the impact of the project, the TIA must indicate the proportion of total mitigation costs which is attributable to the project. This fulfills the statutory requirement to exclude the costs of mitigating inter-regional trips.
- Implementation responsibilities. Where the agency responsible for implementing mitigation is not the lead agency, the TIA must document consultation with the implementing agency regarding project impacts, mitigation feasibility and responsibility.

Final selection of mitigation measures remains at the discretion of the lead agency. The TIA must, however, provide a summary of impacts and mitigation measures. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the mitigation monitoring requirements contained in CEQA.

D.9.3 Project Contribution to Planned Regional Improvements. If the TIA concludes that project impacts will be mitigated by anticipated regional transportation improvements, such as rail transit or high occupancy vehicle facilities, the TIA must document:

- Any project contribution to the improvement, and
- The means by which trips generated at the site will access the regional facility.

D.9.4 Transportation Demand Management (TDM). If the TIA concludes or assumes that project impacts will be reduced through the implementation of TDM measures, the TIA must document specific actions to be implemented by the project which substantiate these conclusions.

D.10 REFERENCES

1. *Traffic Access and Impact Studies for Site Development: A Recommended Practice*, Institute of Transportation Engineers, 1991.
2. *Trip Generation*, 5th Edition, Institute of Transportation Engineers, 1991.
3. *Travel Forecast Summary: 1987 Base Model - Los Angeles Regional Transportation Study (LARTS)*, California State Department of Transportation (Caltrans), February 1990.
4. *Traffic Study Guidelines*, City of Los Angeles Department of Transportation (LADOT), July 1991.
5. *Traffic/Access Guidelines*, County of Los Angeles Department of Public Works.
6. *Building Better Communities*, Sourcebook, Coordinating Land Use and Transit Planning, American Public Transit Association.
7. *Design Guidelines for Bus Facilities*, Orange County Transit District, 2nd Edition, November 1987.
8. *Coordination of Transit and Project Development*, Orange County Transit District, 1988.
9. *Encouraging Public Transportation Through Effective Land Use Actions*, Municipality of Metropolitan Seattle, May 1987.

STATE OF CALIFORNIA
NATIVE AMERICAN HERITAGE COMMISSION
Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710

Edmund G. Brown Jr., Governor

June 13, 2017

Jon Chang
City of Los Angeles
200 N. Spring Street, Room 750
Los Angeles, CA 90012

Sent via e-mail: jonathan.chang@lacity.org

RE: SCH# 2017061017; Paseo Marina Project, City of Los Angeles; Los Angeles County, California

Dear Mr. Chang:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for Draft Environmental Impact Report for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd. (a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a **separate category of cultural resources**, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (Pub. Resources Code § 21084.2). Please reference California Natural Resources Agency (2016) "Final Text for tribal cultural resources update to Appendix G: Environmental Checklist Form," http://resources.ca.gov/ceqa/docs/ab52/Clean-final-AB-52-App-G-text-Submitted.pdf. Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements**. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends **lead agencies consult with all California Native American tribes** that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws**.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a **lead agency** shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
    a. A brief description of the project.
    b. The lead agency contact information.
    c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
    d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A **lead agency** shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
    a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
    a. Alternatives to the project.
    b. Recommended mitigation measures.
    c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
    a. Type of environmental review necessary.
    b. Significance of the tribal cultural resources.
    c. Significance of the project's impacts on tribal cultural resources.
    d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
    a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
    b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
    a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
    b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
    a. Avoidance and preservation of the resources in place, including, but not limited to:
        i. Planning and construction to avoid the resources and protect the cultural and natural context.
        ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
    b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
        i. Protecting the cultural character and integrity of the resource.
        ii. Protecting the traditional use of the resource.
        iii. Protecting the confidentiality of the resource.
    c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
    d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).
    e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).
    f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
    a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.
    b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
    c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

    This process should be documented in the Cultural Resources section of your environmental document.

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires **local governments** to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have been already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
   a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
   b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
   a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
   b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
   c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Please contact me if you need any additional information at gayle.totton@nahc.ca.gov.

Sincerely,



Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

cc: State Clearinghouse

SCAG
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July 18, 2017

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RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Paseo Marina [SCAG NO. IGR9296]

Dear Mr. Chang,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Paseo Marina ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS) pursuant to Senate Bill (SB) 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.[1] SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS) goals and align with RTP/SCS policies.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Paseo Marina in Los Angeles County. The proposed project includes a mixed-use development consisting of 658 multi-family residential units, 27,300 square feet (sf) of neighborhood-serving commercial uses, 1,217 parking spaces, and 70,125 sf of open space.

When available, please send environmental documentation to *SCAG's office in Los Angeles or by email to au@scag.ca.gov* providing, at a minimum, the full public comment period for review. If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Anita Au, Assistant Regional Planner, at (213) 236-1874 or au@scag.ca.gov. Thank you.

Sincerely,

Ping Chang

Ping Chang
Acting Manager, Compliance and Performance Monitoring

[1] Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS for the purpose of determining consistency for CEQA. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a determination of consistency with the 2016 RTP/SCS for CEQA.

COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE PASEO MARINA [SCAG NO. IGR9296]

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS. For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the RTP/SCS.

2016 RTP/SCS GOALS

The SCAG Regional Council adopted the 2016 RTP/SCS in April 2016. The 2016 RTP/SCS seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health (see http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx). The goals included in the 2016 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2016 RTP/SCS are the following:

SCAG 2016 RTP/SCS GOALS	
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*
RTP/SCS G3:	*Ensure travel safety and reliability for all people and goods in the region*
RTP/SCS G4:	*Preserve and ensure a sustainable regional transportation system*
RTP/SCS G5:	*Maximize the productivity of our transportation system*
RTP/SCS G6:	*Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)*
RTP/SCS G7:	*Actively encourage and create incentives for energy efficiency, where possible*
RTP/SCS G8:	*Encourage land use and growth patterns that facilitate transit and active transportation*
RTP/SCS G9:	*Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies**
	*SCAG does not yet have an agreed-upon security performance measure.

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG 2016 RTP/SCS GOALS		
	Goal	Analysis
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
etc.		etc.

2016 RTP/SCS STRATEGIES

To achieve the goals of the 2016 RTP/SCS, a wide range of land use and transportation strategies are included in the 2016 RTP/SCS. Technical appendances of the 2016 RTP/SCS provide additional supporting information in detail. To view the 2016 RTP/SCS, please visit: http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx. The 2016 RTP/SCS builds upon the progress from the 2012 RTP/SCS and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that the SCAG region strives toward a more sustainable region, while the region meets and exceeds in meeting all of applicable statutory requirements pertinent to the 2016 RTP/SCS. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

DEMOGRAPHICS AND GROWTH FORECASTS

Local input plays an important role in developing a reasonable growth forecast for the 2016 RTP/SCS. SCAG used a bottom-up local review and input process and engaged local jurisdictions in establishing the base geographic and socioeconomic projections including population, household and employment. At the time of this letter, the most recently adopted SCAG jurisdictional-level growth forecasts that were developed in accordance with the bottom-up local review and input process consist of the 2020, 2035, and 2040 population, households and employment forecasts. To view them, please visit http://www.scag.ca.gov/Documents/2016GrowthForecastByJurisdiction.pdf. The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts			Adopted City of Los Angeles Forecasts		
	Year 2020	Year 2035	Year 2040	Year 2020	Year 2035	Year 2040
Population	19,663,000	22,091,000	22,138,800	4,017,000	4,442,500	4,609,400
Households	6,458,000	7,325,000	7,412,300	1,441,400	1,618,900	1,690,300
Employment	8,414,000	9,441,000	9,871,500	1,899,500	2,104,100	2,169,100

MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS for guidance, as appropriate. SCAG's Regional Council certified the Final PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on April 7, 2016 (please see: http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx). The Final PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL: June 27, 2017

Jonathan.Chang@lacity.org
Jon Chang
Major Projects Section
City of Los Angeles Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

Notice of Preparation of an Environmental Impact Report for the Paseo Marina (ENV-2016-3343-EIR)

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Environmental Impact Report (EIR). Please send SCAQMD a copy of the EIR upon its completion. Note that copies of the EIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the EIR directly to SCAQMD at the address shown in the letterhead. **In addition, please send with the EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files[1]. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, SCAQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

The SCAQMD has also developed both regional and localized significance thresholds. SCAQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results to the

[1] Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

SCAQMD's CEQA regional pollutant emissions significance thresholds to determine air quality impacts. The SCAQMD's CEQA regional pollutant emissions significance thresholds can be found here: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf. In addition to analyzing regional air quality impacts, SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the proposed project and all air pollutant sources related to the proposed project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: http://www.arb.ca.gov/ch/handbook.pdf. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Guidance[2] on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF.

Mitigation Measures

In the event that the proposed project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are

[2] In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's Air Quality and Land Use Handbook: A Community Health Perspective. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: https://www.arb.ca.gov/ch/landuse.htm.

available to assist the Lead Agency with identifying potential mitigation measures for the proposed project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages available here: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD's Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf?sfvrsn=5
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf

Alternatives

In the event that the proposed project generates significant adverse air quality and health risks impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a "no project" alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.

Permits

In the event that the proposed project requires a permit from SCAQMD, SCAQMD should be identified as a responsible agency for the proposed project. For more information on permits, please visit the SCAQMD webpage at: http://www.aqmd.gov/home/permits. Questions on permits can be directed to the SCAQMD's Engineering and Permitting staff at (909) 396-3385.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available at the SCAQMD's webpage (http://www.aqmd.gov).

SCAQMD staff is available to work with the Lead Agency to ensure that project air quality and health risk impacts are accurately evaluated and any significant impacts are mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov or call me at (909) 396-3308.

Sincerely,

Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

LS
LAC170614-05
Control Number

Jonathan Chang <jonathan.chang@lacity.org>

"Study Intersections" - Paseo Marina Project

Ezra Gale <ezra.gale@lacity.org> Wed, Jul 5, 2017 at 3:31 PM
To: Kristen Lonner <klonner@burnsbouchard.com>
Cc: Jonathan Chang <jonathan.chang@lacity.org>

Hello Kristen,

CD 11 requests that the applicant add the following intersections to the "Study Intersections" list to be proposed to LADOT as part of the traffic study for the Paseo Marina Project. Please let me know if you have any questions.

- Alla/ Culver/ 90 Freeway
- Centinela/ 90 Freeway
- Centinela/ Jefferson
- Del Rey/ Maxella
- Redwood/ Maxella
- Redwood/ Washington
- Venice/ Walgrove
- Walgrove/ Washington

Best,



Ezra Gale
Senior Planner
Councilmember Mike Bonin
City of Los Angeles
213-473-7011 | www.11thdistrict.com

Sign Up for Mike's Email Updates

Download the City of Los Angeles MyLA311 app for smartphones!

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FORM GEN. 160 (Rev. 8-12)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

RECEIVED
CITY OF LOS ANGELES
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MAJOR PROJECTS
UNIT

DATE: July 18, 2017

TO: Vincent P. Bertoni, Director of Planning
Department of City Planning

Attn: Jon Chang, City Planner
Department of City Planning

FROM: Ali Poosti, Division Manager
Wastewater Engineering Services Division
LA Sanitation

SUBJECT: **PASEO MARINA-NOTICE OF PREPARATION OF ENVIRONMENTAL IMPACT REPORT**

This is in response to your June 23, 2017 letter requesting a review of your proposed mixed-use project located at 13400-13450 Maxella Avenue, 4305-4363 Glencoe Avenue, Los Angeles, California, 90292. The project will consist of residential units, retail area, and restaurant space. LA Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

WASTEWATER REQUIREMENT

LA Sanitation, Wastewater Engineering Services Division (WESD) is charged with the task of evaluating the local sewer conditions and to determine if available wastewater capacity exists for future developments. The evaluation will determine cumulative sewer impacts and guide the planning process for any future sewer improvement projects needed to provide future capacity as the City grows and develops.

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
Existing			
Commercial Use	50 GPD/1000 SQ.FT	100,781 SQ. FT	(5,039)
Proposed			
Residential: APT- Bachelor	75 GPD/DU	97 UNITS	7,275
Residential: APT- 1 BDRM	110 GPD/DU	386 UNITS	42,460
Residential: APT- 2 BDRM	150 GPD/DU	175 UNITS	26,250
Retail Area	25 GPD/1000 SQ.FT	13,650 SQ.FT	341
Restaurant	300 GPD/1000 SQ.FT	13,650 SQ.FT	4,095
Pool 1	7.48 GAL/CU.FT	2,128 CU.FT	15,917
Pool 2	7.48 GAL/CU.FT	2,464 CU.FT	18,431
Pool 3	7.48 GAL/CU.FT	1,862 CU.FT	13,928

File Location: \\82MTCFS1\WESD-group-arx$\Group\Div Files\SCAR\CEQA Review\FINAL CEQA Response LTRs\FINAL DRAFT\Paseo Marina NOP of EIR.doc

Open Space	50 GAL/1000 SQ. FT	70,175 SQ.FT	3,509
Outdoor Kitchens	120 GAL/UNIT	1 UNIT	120
Total			**127,287**

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes an existing 8-inch line on Glencoe Avenue. The sewage from the existing 8-inch line feeds into a 30-inch line on McConnell Ave. before discharging into a 42-inch sewer line on Jefferson Boulevard. Figure 1 shows the details of the sewer system within the vicinity of the project. The current flow level (d/D) in the 8-inch and 18-inch lines cannot be determined at this time without additional gauging.

The current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
8	Glencoe Ave.	*	240,516 GPD
18	Marina Fwy.	*	1.09 MGD
21	Marina Fwy.	32.5	1.5 MGD
30	McConnell Ave.	36	2.75 MGD
42	Jefferson Blvd.	27	9.55 MGD

* No gauging available

Based on the estimated flows, it appears the sewer system might be able to accommodate the total flow for your proposed project. Further detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Water Reclamation Plant, which has sufficient capacity for the project.

If you have any questions, please call Christopher DeMonbrun at (323) 342-1567 or email at chris.demonbrun@lacity.org.

STORMWATER REQUIREMENTS

LA Sanitation, Watershed Protection Program (WPP) is charged with the task of ensuring the implementation of the Municipal Stormwater Permit requirements within the City of Los Angeles. We anticipate the following requirements would apply for this project.

POST-CONSTRUCTION MITIGATION REQUIREMENTS

In accordance with the Municipal Separate Storm Sewer (MS4) National Pollutant Discharge Elimination System (NPDES) Permit (Order No. R4-2012-0175, NPDES No. CAS004001) and the City of Los Angeles Stormwater and Urban Runoff Pollution Control requirements (Chapter VI, Article 4.4, of the Los Angeles Municipal Code), the Project shall comply with all mandatory provisions to the Stormwater Pollution Control Measures for Development Planning (LID

Ordinance) and as it may be subsequently amended or modified. Prior to issuance of grading or building permits, the Applicant shall submit a LID Plan to the City of Los Angeles, Bureau of Sanitation, Watershed Protection Division (WPD), for review and approval. The LID Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

Current regulations prioritize infiltration, capture/use, and then biofiltration as the preferred stormwater control measures. The relevant documents can be found at: www.lacitysan.org. It is advised that input regarding LID requirements be received in the early phases of the project from WPD's plan-checking staff.

GREEN STREETS

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-away to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local ground water basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways and can be implemented in conjunction with the LID requirements. Green Street standard plans can be found at: www.eng2.lacity.org/techdocs/stdplans/

CONSTRUCTION REQUIREMENTS

All construction sites are required to implement a minimum set of BMPs for erosion control, sediment control, non-stormwater management, and waste management. In addition, construction sites with active grading permits are required to prepare and implement a Wet Weather Erosion Control Plan during the rainy season between October 1 and April 15. Additionally, construction sites that disturb more than one-acre of land are subject to the NPDES Construction General Permit issued by the State of California, and are required to prepare, submit, and implement the Storm Water Pollution Prevention Plan (SWPPP).

If there are questions regarding the stormwater requirements, please call WPP's plan-checking counter at (213) 482-7066. WPD's plan-checking counter can also be visited at 201 N. Figueroa, 3rd Fl, Station 18.

GROUNDWATER DEWATERING REUSE OPTIONS

The Los Angeles Department of Water and Power (LADWP) is charged with the task of supplying water and power to the residents and businesses in the City of Los Angeles. One of the sources of water includes groundwater. The majority of groundwater in the City of Los Angeles is adjudicated, and the rights of which are owned and managed by various parties. Extraction of groundwater within the City from any depth by law requires metering and regular reporting to the appropriate Court-appointed Watermaster. LADWP facilitates this reporting process, and may assess and collect associated fees for the usage of the City's water rights. The party performing the dewatering should inform the property owners about the reporting requirement and associated usage fees.

On April 22, 2016 the City of Los Angeles Council passed Ordinance 184248 amending the City of Los Angeles Building Code, requiring developers to consider beneficial reuse of groundwater as a conservation measure and alternative to the common practice of discharging groundwater to the storm drain (SEC. 99.04.305.4). It reads as follows: "Where groundwater is being extracted and discharged, a system for onsite reuse of the groundwater, shall be developed and constructed. Alternatively, the groundwater may be discharged to the sewer."

Groundwater may be beneficially used as landscape irrigation, cooling tower make-up, and construction (dust control, concrete mixing, soil compaction, etc.). Different applications may require various levels of treatment ranging from chemical additives to filtration systems. When onsite reuse is not available the groundwater may be discharged to the sewer system. This allows the water to be potentially reused as recycled water once it has been treated at a water reclamation plant. If groundwater is discharged into the storm drain it offers no potential for reuse. The onsite beneficial reuse of groundwater can reduce or eliminate costs associated with sewer and storm drain permitting and monitoring. Opting for onsite reuse or discharge to the sewer system are the preferred methods for disposing of groundwater.

To help offset costs of water conservation and reuse systems, LADWP offers the Technical Assistance Program (TAP), which provides engineering and technical assistance for qualified projects. Financial incentives are also available. Currently, LADWP provides an incentive of $1.75 for every 1,000 gallons of water saved during the first two years of a five-year conservation project. Conservation projects that last 10 years are eligible to receive the incentive during the first four years. Other water conservation assistance programs may be available from Metropolitan Water District of Southern California. To learn more about available water conservation assistance programs, please contact LADWP Rebate Programs 1-888-376-3314 and LADWP TAP 1-800-544-4498, selection "3".

For more information related to beneficial reuse of groundwater, please contact Greg Reed, Manager of Water Rights and Groundwater Management, at (213)367-2117 or greg.reed@ladwp.com.

SOLID RESOURCE REQUIREMENTS

The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact Daniel Hackney of the Special Project Division at (213)485-3684.

CD/AP:ra

Attachment: Figure 1 – Sewer Map

c: Kosta Kaporis, LASAN
Daniel Hackney, LASAN
Christopher DeMonbrun, LASAN



Wastewater Engineering Services Division
LA Sanitation
City of Los Angeles

Figure 1
Paseo Marina
Sewer Map

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W E
S

0 362.5 725 1,450 2,175 2,900
Feet

Thomas Brother Data reproduced with permission granted by THOMAS BROS MAP

Los Angeles Department of Water & Power

ERIC GARCETTI
Mayor

Commission
MEL LEVINE, *President*
WILLIAM W. FUNDERBURK JR., *Vice President*
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DAVID H. WRIGHT
General Manager

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JUL 28 2017
MAJOR PROJECTS
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July 10, 2017

Jonathan Chang
City of Los Angeles
Department of City Planning – Major Projects Section
200 N. Spring Street, Room 750
Los Angeles, CA 90012

Dear Mr. Chang:

Subject: Comment Letter Regarding Notice of Preparation of an Environmental Impact Report for the Paseo Marina Project

The Los Angeles Department of Water and Power (LADWP) appreciates the opportunity to review the Initial Study for the Paseo Marina Project. The mission of LADWP is to provide clean, reliable water and power to the City of Los Angeles. In reviewing your proposed project description, the LADWP has determined that the project may have impacts to water resources. The following comments reflect our review for matters related to water resources for the project; you may receive additional comments from other divisions at LADWP separately referring to other respective areas in the Initial Study.

COMMENTS ON GROUNDWATER

1. General comment relating to Project location throughout the study:

The property owner will need to be in compliance with certain California groundwater regulations and/or water rights as decreed by the California Superior Court. The subject property is located within the unadjudicated Santa Monica Basin, where water rights have not been determined by adjudication and Court judgment. California enacted the Sustainable Groundwater Management Act (SGMA) in September 2014. A groundwater sustainability agency (GSA) is being formed pursuant to SGMA to manage groundwater in this bain. The GSA may require property owners who discharge groundwater to periodically report their discharge volumes. Fees may also be assessed to groundwater pumpers and dischargers in order to allocate the cost of SGMA compliance, related basin management infrastructure, and groundwater replenishment.

Section IX. Hydrology and Water Quality. B. (Page B-27)

It is stated that "With implementation of the Project, there could be changes to existing groundwater recharge. In addition, the proposed excavation activities for the subterranean parking garage would have the potential to encounter groundwater. Therefore, further analysis of this issue in an EIR is required."

If dewatering for construction purposes is required, beneficial reuse of dewatering discharge by applying the water preferably to beneficial uses onsite or, alternatively, discharging groundwater into the sewer, instead of discharging to the storm drain may reduce or eliminate costs associated with storm drain permitting and monitoring. These types of actions help the City meet conservation and recycled water goads by reducing overall customer demand. Property owners who dewater and beneficially reuse can potentially lower their cost of potable water supply. Common application of beneficial reuse include landscape irrigation, cooling tower make-up, and construction (dust control, concrete mixing, soil compaction, etc.).

For any questions regarding the above comments, please contact Ms. Nadia Parker of my staff at (213) 367-1745 or at nadia.parker@ladwp.com.

Sincerely,

Nadia A Parker for

Charles C. Holloway
Manager of Environmental Planning and Assessment

BG:rc
c: Nadia Parker

FORM. GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

June 17, 2017

To: Vincent Bertoni, AICP, Director of Planning
Department of City Planning
Attention: Jonathan Chang

From: Fire Department

Subject: Notice of Preparation of an Environmental Impact Report and Public Scoping Meeting

CASE NO.: **ENV-2016-3343-EIR**
PROJECT NAME: **Paseo Marina**
PROJECT APPLICANT: **Sares-Regis Group**
PROJECT LOCATION: **13400-13450 Maxella Avenue, 4305-4363 Glencoe Avenue, Los Angeles, CA 90292**

PROJECT DESCRIPTION:

The Project proposes to replace three existing shopping center-related buildings within the Project Site that together comprise approximately 100,781 square feet and associated surface parking areas with a new mixed-use development consisting of 658 multi-family residential units and an estimated 27,300 square feet of neighborhood-serving commercial uses, including approximately 13,650 square feet of retail space and approximately 13,650 square feet of restaurant space. The proposed multi-family residential and commercial uses would be provided within three seven-story buildings with a maximum height of approximately 77 feet. In accordance with the requirements of the Los Angeles Municipal Code (LAMC), the proposed uses would be supported by 1,217 parking spaces, which would be distributed throughout the Project Site in two subterranean parking levels and in two above-grade parking levels located within each of the three buildings. The Project would include residential lobbies and leasing areas, pools, a spa, and outdoor kitchens with lounges and seating. In addition, per the requirements set forth in the LAMC, the Project would provide approximately 70,175 square feet of open space, including paved plazas with seating, landscaped paseos, and landscaped open space at the ground level that would be privately maintained and publicly accessible. The proposed plazas located along the northwest portion and in the center of the Project Site would connect to a publicly accessible, privately maintained open space area, including a one-story amenity building and additional seating, located along the southwestern portion of the Project Site via outdoor pedestrian paseos. Overall, the Project would remove approximately 100,781 square feet of existing commercial floor area and construct approximately 674,329 square feet of new residential and commercial floor area, resulting in a net increase of 573,548 square feet of net new floor area within the Project Site for a total floor area ratio of approximately 2.6 to 1.

The following comments are furnished in response to your request for this Department to review the proposed development:

FIRE FLOW:

The adequacy of fire protection for a given area is based on required fire-flow, response distance from existing fire stations, and this Department's judgment for needs in the area. In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard.

Fire-flow requirements vary from 2,000 gallons per minute (G.P.M.) in low density residential areas to 12,000 G.P.M. in high-density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch (P.S.I.) is to remain in the water system, with the required gallons per minute flowing. The required fire-flow for this project has been set at 6,000 to 9,000 G.P.M. from four to six fire hydrants flowing simultaneously.

Improvements to the water system in this area may be required to provide 6,000 to 9,000 G.P.M. fire-flow. The cost of improving the water system may be charged to the developer. For more detailed information regarding water main improvements, the developer shall contact the Water Services Section of the Department of Water and Power.

RESPONSE DISTANCE:

Based on a required fire-flow of 6,000 to 9,0000 G.P.M., the first-due Engine Company should be within 1 mile(s), the first-due Truck Company within 1 ½ mile(s).

FIRE STATIONS:

MILES		SERVICES AND EQUIPMENT	STAFF
1.4	**Fire Station No. 63** 1930 Shell Avenue Los Angeles, CA 90291	Task Force Truck and Engine Company Paramedic Rescue Ambulance	12
2.0	**Fire Station No. 67** 5451 Playa Vista Drive Los Angeles, CA 90094	Assessment Engine BLS Rescue Ambulance	18
2.1	**Fire Station No. 62** 11970 Venice Blvd. Los Angeles, CA 90066	Single Engine Company EMT Rescue Ambulance	6
3.6	**Fire Station No. 5** 8900 Emerson Avenue Los Angeles, CA 90045	Task Force Truck and Engine Company Paramedic Rescue Ambulance Battalion 4 Headquarters	13

MILES 4.5	**Fire Station No. 59** 11505 W. Olympic Blvd. Los Angeles, CA 90064	**SERVICES AND EQUIPMENT** Single Engine Company	**STAFF** 4

Based on these criteria (response distance from existing fire stations), fire protection would be considered **inadequate**

The proposed project would have a cumulative impact on fire protection services.

Environmental Impact

Project implementation will increase the need for Fire Protection and Emergency Medical Services in this area.

.

FIREFIGHTING PERSONNEL & APPARATUS ACCESS:

Access for Fire Department apparatus and personnel to and into all structures shall be required.

One or more Knox Boxes will be required to be installed for LAFD access to project. location and number to be determined by LAFD Field inspector. (Refer to FPB Req # 75).

The entrance to a Residence lobby must be within 50 feet of the desired street address curb face.

Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.

The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

Policy Exception: L.A.M.C. 57.09.03.B Exception:

- When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.

- It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet
  inside the structure and 150 feet outside the structure. The term “horizontal travel” refers to the actual path of travel to be taken by a person responding to an emergency in the building.

- This policy does not apply to single-family dwellings or to non-residential buildings.

Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend onto the roof.

Entrance to the main lobby shall be located off the address side of the building.

Any required Fire Annunciator panel or Fire Control Room shall be located within 50ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.

Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.

Submit plot plans indicating access road and turning area for Fire Department approval.

Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.

Standard cut-corners will be used on all turns.

The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.

All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.

Plans showing areas to be posted and/or painted, “FIRE LANE NO PARKING” shall be submitted and approved by the Fire Department prior to building permit application sign-off.

Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.

SECTION 510 - EMERGENCY RESPONDER RADIO COVERAGE

5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.

During demolition, the Fire Department access will remain clear and unobstructed.

The inclusion of the above recommendations, along with any additional recommendations made during later reviews of the proposed project. Will reduce the impacts to an acceptable level.

Definitive plans and specifications shall be submitted to this Department and requirements for necessary permits satisfied prior to commencement of any portion of this project.

The Los Angeles Fire Department continually evaluates fire station placement and overall Department services for the entire City, as well as specific areas. The development of this proposed project, along with other approved and planned projects in the immediate area, may result in the need for the following:

1. Increased staffing for existing facilities.
2. Additional fire protection facilities.
3. Relocation of present fire protection facilities.

For additional information, please contact Inspector Duff of the Fire Development Services Section, Hydrants & Access Unit at **(213) 482-6543.**

RALPH M. TERRAZAS,
Fire Chief

Kristin Crowley, Fire Marshal
Bureau of Fire Prevention and Public Safety

KC:RED:yw

Jonathan Chang <jonathan.chang@lacity.org>

Request for Extension - CPC-2016-3341-GPA-VZC-HD-MCUP-CDP-MEL-SPR

Elizabeth A Pollock <eliz.pollock@gmail.com> Wed, Jun 21, 2017 at 1:15 PM
To: Ezra Gale <ezra.gale@lacity.org>
Cc: Jonathan Chang <jonathan.chang@lacity.org>, Luciralia Ibarra <luciralia.ibarra@lacity.org>, Kristen Lonner <klonner@burnsbouchard.com>

Kristen Lonner has advised that her team cannot attend the Del Rey Residents Association July board meeting on July 3, and our next board meeting is not until Monday, August 7. Then we need time to prepare our comments. Last night I asked Kristen Lonner if we could get 45 more days to comment, i e. till Friday, August 18. That will give more opportunities for people to learn about the project. Personally, I have calendar conflicts the day of the scoping meeting and on the Del Rey Neighborhood Council's meeting days.

Please extend the comment period to August 18.

Elizabeth A. Pollock
President
Del Rey Residents Association
Mobile: (310) 699-5165

Sent from my iPhone

On Jun 21, 2017, at 12:19 PM, Ezra Gale <ezra.gale@lacity.org> wrote:

> Hello Jonathan,
>
> Due to the upcoming July 4th holiday, Council District 11 requests that the comment period for the initial study related to the above-referenced project be extended through Monday, July 31st. This will provide a month for comment following the Tuesday, June 27th scoping meeting.
>
> The applicant's representative, Kristen Lonner, is cc'd to this email.
>
> Please let me know if you have any questions.
>
> Best,
>
> 
>
>
> **Ezra Gale**
> *Senior Planner*
> Councilmember Mike Bonin
> City of Los Angeles
> 213-473-7011 | www.11thdistrict.com
>
> **Sign Up for Mike's Email Updates**
>
> ***Download the City of Los Angeles MyLA311 app for smartphones!***
>
> ANDROID APP ON Google play Download on the App Store

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina

Elizabeth A Pollock <eliz.pollock@gmail.com> Fri, Jul 7, 2017 at 3:47 PM
To: jonathan.chang@lacity.org

Case No. ENV-2016-3343-EIR

Can you send me the Initial Study electronically?

Best regards,

Elizabeth A. Pollock
President
Del Rey Residents Association
Mobile: (310) 699-5165

Sent from my iPhone

Del Rey
Residents Association
Since 1972

Post Office Box 661450 – Los Angeles, CA 90066
www.delreyhome.org

July 18, 2017

VIA U.S.P.S. AND E-MAIL
(Jonathan.Chang@lacity.org)

Jon Chang
Major Projects Section
City of Los Angeles Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

Re: Case No. ENV-2016-3343-EIR
Paseo Marina, 13400 – 13450 Maxella Ave., 4305-4363 Glencoe Avenue, Los Angeles, CA 90292

Dear Mr. Chang:

The City Planning Department's maps have shown Del Rey as a separate community since at least 1903, and community visioning sessions in June 2011 and April 2012 confirmed that Del Rey's residents and businesses want:

- A greater sense of community identity
- A more walkable community

Since adoption of the Glencoe-Maxella Specific Plan in 1993, residential projects have been steadily making inroads into Del Rey's industrially zoned areas, in direct contradiction of the City's own Industrial Land Use Policy which seeks to preserve industrially zoned areas. By displacing the businesses that generate jobs and provide the mix of services desired by residents, the City makes Del Rey less walkable for its residents. If Del Reyans must leave Del Rey to access the amenities they currently can find on the Project property (a post office, bookstore, movie theater open to children, etc.), the Project will fray Del Rey's sense of community identity.[1]

[11] As it is, the proposed name for the Project, "Paseo Marina", just perpetuates the misconception that Del Rey is part of Marina del Rey, which is under the jurisdiction of the County of Los Angeles. Del Rey falls under the jurisdiction of the City of Los Angeles, and this Project is regulated by the Palms Mar Vista Del Rey Community Plan.

- Aesthetics (Initial Study, I)

The entire design of this project – three seven story buildings with a maximum height of approximately 77 feet – is inappropriate and out of character with the aesthetics of Del Rey. The height of most buildings in Del Rey is capped at 45 feet, and even apartment buildings with density bonuses are almost never allowed to exceed 55' in height. (See the Glencoe Maxella Specific Plan's height limits, for example.) The Stella Apartments next door to this project should not be used as a measure because it resulted from a spot rezoning that was not planned for the community. We oppose the Vesting Zone and Height District Change from [Q]M1-1 to (T)(Q)C2-2D.

- Air Quality (Initial Study, III)

Del Rey is attractive because it is a low density residential area with a daily afternoon ocean breeze. The tall, boxy structures and rush hour residential traffic congestion will have an enduring environmental impact on air quality in Del Rey, and that needs to be studied.

- Land Use and Planning (Initial Study, X)

We recognize that according to the City Planning Department's own "value capture" calculations, a rezoning to allow housing next to a major thoroughfare (Lincoln Blvd.) is far more valuable to the landowner than to have property zoned for businesses, but it is not in the interest of the Del Rey community to allow a General Plan Amendment for this property. This project would cut the available retail space by 75% (from 100,000 to 27,000 square feet), and the environmental impact report ("EIR") needs to study the effect of that loss of a commercial center at this location.

The land use and planning section of the EIR needs to consider that Del Rey already has very little community space. If this project is built, we will have no post office. We already have no library, no fire station, no recreation center and too few parks. Even though the plans show a public path between the buildings linking the shopping area north of Maxella Avenue and the area south of the proposed development, the outsized mass and scale of the new development will create a visual barrier. Residents from outside of the project will be discouraged from traversing the project, so the "paseo" will not really provide open space for the public.

Further, Lincoln Blvd. is not walkable or safe for cyclists, so it is both the actual and psychological dividing line between Del Rey and Marina del Rey. The EIR

analysis should not assume that residents of Del Rey will be crossing Lincoln to access the stores and services in Marina del Rey.

- Population and Housing (Initial Study XIII)

According to the Initial Study, the project will have a "Less than Significant Impact" in Population and Housing. We disagree. It is deceptive to weigh the effect of this project against the population and housing data for all of Los Angeles City. Del Rey is a community of about 35,000 people, and during the past five years, we have experienced a boom in housing development, with density bonuses skewing the impacts of many apartment projects. The impact of this number of new residential units, along with the cumulative effect of the many other residential projects in the immediate vicinity, must be studied in the EIR.

- Transportation/Traffic (Initial Study, XVI)

This analysis in particular needs to consider the cumulative impact of the multiple projects in the Glencoe Maxella Specific Plan Area that have been approved but are not yet on the market. To be accurate, the traffic study for the current use needs to count pedestrian and bicycle trips, as well as vehicle trips. The residents near Glencoe Avenue between Washington Blvd. and Alla Road are drawn to the area because they can walk to the stores and restaurants in the Marina Marketplace, but if this project is built, the shopping center will no longer be much of a draw.

Parking is a related issue that must be considered. Many of the older apartment buildings and businesses in Del Rey were built without enough parking for their residents and customers, but at the time, ample street parking was available. That is no longer the case. All new developments need to assume that their residents and customers will need to park on the premises, in parking spaces that can accommodate sport utility vehicles and work trucks. In our experience, it is completely unrealistic to provide only 1217 parking spaces for 658 multifamily residential units (number of bedrooms unknown), 13,650 square feet of retail space and 13,650 square feet of restaurant space. Maybe the codes allow it, but if people cannot find parking, they will not visit Paseo Marina.

- Public notice

This letter is designed to highlight the issues that we think most need to be addressed in the EIR. Although this project has been under discussion for at least two years, the Notice of Preparation was not issued until June 9, 2017, and the community did not get to see renderings of the plans until the scoping

meeting on June 27, 2017. The developer's representative was not available to attend our July 3 board meeting, and although the project was heard by the Del Rey Neighborhood Council's land use committee, it was not heard at the full board meeting on July 13. This letter was prepared by our land use committee (five residents, including two board members) and was sent to our board electronically this afternoon.

Best regards,

DEL REY RESIDENTS ASSOCIATION

Elizabeth A. Pollock

By Elizabeth A. Pollock

CC: (via e-mail)
Sares Regis Group, c/o Kristen Lonner
Council District 11 (Mike Bonin, Ezra Gale, Chuy Orozco)
Del Rey Residents Association board
Del Rey Neighborhood Council board
Gary Walker, The Argonaut

Paseo Marina Project Proposal Due Date

Jonathan Chang <jonathan.chang@lacity.org> Thu, Jul 13, 2017 at 10:44 AM
To: Jennifer Becker <jbecker@twininginc.com>

Good Morning,

The Applicant representative for the Paseo Marina Project is as follows:

Dale Goldsmith/Alix Wisner
Armsbuster Goldmist & Delvac LLP
12100 Wilshire Blvd, Suite 1600
Los Angeles, CA 90025
dale@agd-landuse.com
310-209-8800

You can contact the Applicant rep to inquire. Thanks.

On Thu, Jul 13, 2017 at 10:02 AM, Jennifer Becker <jbecker@twininginc.com> wrote:

> Hello Mr. Chang.
>
> Can you please provide me with the proposal due date for the Paseo Marina Project. Twining is interested in submitting a proposal. Thank you.
>
> **Jennifer Becker**
> Marketing Assistant
>
> Twining, Inc. Engineering a Better Tomorrow
> 2883 East Spring Street, Suite 300, Long Beach, CA 90806
> O: 562.426.3355 | F: 562.426.6424
> jbecker@twininginc.com | www.twininginc.com
> Facebook | Twitter | LinkedIn

--
Kind Regards,

Jon Chang
Planning Assistant

Department of City Planning
Major Projects
T: (213) 978-1914
200 N. Spring St., Room 750
Los Angeles, CA 90012
Jonathan.Chang@lacity.org

Villa Milano HOA
4740-G La Villa Marina
Marina del Rey, CA 90292

July 18, 2017

Jon Chang
Department of City Planning
City of Los Angeles
200 North Spring Street, Room 750
Los Angeles, CA 90012

Dear Mr. Chang:

I'm writing As President of the Villa Milano Homeowners Association, located within a few blocks of the proposed Paseo Marina development (ENV-2016-3343-EIR). Our concerns stem from the scale of the proposed project, which is disproportionate for our neighborhood.

I am sure you have heard concerns over traffic and parking, congestion, air quality, and noise, all of which our homeowners share. The wisdom of building a huge seven-story structure on this land is highly questionable, and underground parking reckless in a tsunami zone with soil of this kind. Each of these concerns is genuine, deserving of analysis at length, but let me just focus on one of these, traffic, to suggest its larger impact.

Of course the traffic on Maxell and Glencoe will be impossible to navigate, given the size of those roads and the number of cars they were designed to accommodate. But the larger consequences will be on Lincoln and the access road to the 90, the two main arteries out of this neighborhood. From Mindanao to Venice, Lincoln is already at a standstill many hours of the day. Cars crawl from light to light heading north and south through extended rush hours. The line-up for the access road to the 90 stretches back far beyond its appointed lanes. The frustration that results leads to noise, aggressive and dangerous driving. The additional congestion caused by this outsized proposal will increase those problems, as it lengthens the commuting time of Angelenos up and down the coast.

New development has already had a paralyzing effect on these thoroughfares, but the ambition of Paseo Marina exceeds them all. The area was zoned to accommodate less intensive development, and that planning has guided the construction of all public roads and services. This project will no doubt earn its investors money, but it will come at the cost of the quality of life enjoyed by many more people, who live in this neighborhood and others north and south of here. We ask the LA Department of Planning to respect its own prior zoning decisions and to represent the interests of the people who live here by scaling back this project better to reflect the proportions of its proposed neighbohood.

Sincerely,

Richard Fliegel

Richard Fliegel, President
Villa Milano Homeowners Association

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina Project

Sara Aghassy <sarabruin@yahoo.com> Mon, Jul 17, 2017 at 8:35 PM
Reply-To: Sara Aghassy <sarabruin@yahoo.com>
To: "jonathan.chang@lacity.org" <jonathan.chang@lacity.org>

Good evening Jonathan,

In regards to the Paseo Marina Project (Case Number: ENV-2016-3343-EIR) I personally have several concerns. As a resident of this area, I have watched as the cost of living, population, traffic, crime has increased over the past 7 years. We have seen very little benefit from the building of high rises and more displacement of current residents and especially families with children who are seeking more safe, child friendly neighborhoods.

The only people who gain from these big building projects are the **investors**! Please do not allow for them to destroy our already crowded, busy and stressful living area- LA is already a difficult place to live.

thanks,
Sara

Jonathan Chang <jonathan.chang@lacity.org>

I am writing to you today regarding a very important issue

Kelly Aleshire <kelly.aleshire@everyactioncustom.com> Tue, Jun 27, 2017 at 2:39 PM
Reply-To: kelly.aleshire@gmail.com
To: Jonathan.Chang@lacity.org

Dear Major Projects and Environmental Analysis Section Jon Chang,

I am writing to you in support of the proposed 658-unit mixed use development, including 66 dedicated affordable housing units, at 13450 W. Maxella Ave. I respectfully urge the LUPC to approve this project.

This project will provide much-needed housing in the greater Los Angeles region, which is facing a severe housing shortage. I believe that these housing challenges can only be addressed if everyone in the region does their part. It is especially encouraging to see the developer providing badly needed affordable units in the development as well. Los Angeles can't afford to disallow or reduce new housing, especially affordable housing, during this housing crisis.

This project is in a good location for housing. It is directly served by multiple bus lines and many neighborhood amenities such as shops and restaurants are within easy walking and cycling distance.

For these reasons, I believe this is a good project for the region and respectfully urge the city to allow the project to proceed as proposed.

Sincerely,
Kelly Aleshire
Los Angeles, CA 90064
kelly.aleshire@gmail.com

Paseo Marina pdf request

pat allinson <pallinson@yahoo.com> Thu, Jul 13, 2017 at 11:12 AM
Reply-To: pat allinson <pallinson@yahoo.com>
To: Jonathan Chang <jonathan.chang@lacity.org>

Hi Jonathan,

Thanks re the response - I would like to make sure I asked the right questions.....

I am glad to know comments can continue to be submitted, and will be part of the public record, past the 7/18 date.

The part I would like further clarification on:
I'm assuming that at some point in time, newly received comments will have no impact on the preparation of the draft EIR (i.e. might not be answered in the draft EIR) because otherwise the draft EIR might never be completed.
I was assuming that 7/18 was 'after this date, we can't promise it will be addressed in the draft EIR'. Is that correct?
Is there a later date that is the cutoff? (by that, I mean after the cutoff date, they may be included, but are not required to be included)
Am I missing something ?

Thanks again,
Pat

Show original message

On Wednesday, July 12, 2017 4:29 PM, Jonathan Chang <jonathan.chang@lacity.org> wrote:

Hi Pat,

Please see below for my responses.

Thank you.

On Wed, Jul 12, 2017 at 10:56 AM, pat allinson <pallinson@yahoo.com> wrote:

> Hi Jonathan,
>
> Thanks again for the form for the Paseo Marina project. I shared it with others, and there are some questions. If you (or someone else?) could answer the following, that would be helpful.

1) Format: Does the form have to be used, of if someone sends you an e-mail with their comments in the body of the e-mail will those comments be considered in the draft EIR? Same for a pdf file attached to an e-mail? And attached files in other formats?
Comment forms, emails, and attached PDFs are all received the same way and are considered in preparation of the Draft EIR.

2) Due Date: Do the comments need to be received by 7/18/17, or is it sufficient that the post office date stamp is 7/18? For e-mail, is it sufficient if it is sent before midnight on 7/18?
Comments can be continued to be sent in to me (either mailed or emailed) after the public comment deadline and will still be part of the public record.

3) Due Date: I am not the only one who would appreciate more time to respond. Is it possible to extend the due date? If so, what needs to happen?
See Response to #2.

4) Is it ok to mail several responses in the same envelope to you?
Yes, that is fine.

Thank you,
Pat Allinson

On Wednesday, June 28, 2017 3:26 PM, Jonathan Chang <jonathan.chang@lacity.org> wrote:

Hi Ms. Allinson,

Thank you for following up. Please find attached the comment form for Paseo Marina Project.

Please let me know if you have any further questions.

Thanks.

On Wed, Jun 28, 2017 at 9:24 AM, pat allinson <pallinson@yahoo.com> wrote:

> Hi Jonathan,
>
> We spoke yesterday at the Scoping Meeting for the Paseo Marina project, and you kindly offered to send a pdf file of the 'Written Comment Form' available at the meeting (which I intend to share with others).
>
> At your convenience, would you send the file to me at pallinson@yahoo.com ?
>
> Thank you for your time and assistance,
> Pat Allinson

La Villa Marina

Case No: ENV-2016-3343-EIR

--

Kind Regards,

Jon Chang
Planning Assistant

Department of City Planning
Major Projects
T: (213) 978-1914
200 N. Spring St., Room 750
Los Angeles, CA 90012
Jonathan.Chang@lacity.org

--

Kind Regards,

Jon Chang
Planning Assistant

Department of City Planning
Major Projects
T: (213) 978-1914
200 N. Spring St., Room 750
Los Angeles, CA 90012
Jonathan.Chang@lacity.org

PASEO MARINA - WRITTEN COMMENTS/CONCERNS

Project Name:	Paseo Marina
Case No.:	ENV-2016-3343-EIR
Project Location:	13400-13450 Maxella/4305-4363 Glencoe
Attn:	Jon Chang, Dept of City Planning, City of LA, 200 N Spring Street, Room 750, Los Angeles, CA 90012

Submitted by: Pat Allinson, Del Rey Resident

General Thoughts/Comments:
The general area between Westchester and Santa Monica has many many many residential projects; some completed, some in construction, some in development, and some talked about quietly.

The major concern I have is the cumulative effect of all this development on the surrounding environment and the existing infrastructure. It seems that when a project is evaluated, it is done in a vacuum - not as a part of the overall trend, and not as a part of the combined and increasing drain on the already overburdened streets, utilities, services, etc.

The Paseo Marina project will add apartments to an area not zoned for apartments. It will remove commercial/retail square footage in an area with an increasing population, and an increasing usage for commercial and retail and recreation facilities. It will be located between 2 commercial/retail sites that (we were told) have the same owner. It will set an additional precedent for all owners on the westside to 'upzone(if that's the right term?)'.

Nearby residents (including future residents) will be driving further to reach commercial space. Traffic is currently backed up through intersections in multiple locations. Power outages increase every year. Everyone wants police/fire response time to decrease, not increase.

The developer says the project will be 77 feet high, the same as the Stella apartments to the west, with differing/lower heights towards the condos to the east. Fyi, the owner of the Paseo Marina project also owns the property to the north and south. The current buildings on the property are approximately 2 stories high. I would like the maximum height limit to be in line with the existing marina market place complex to the north, not the apartments to the west.

The developer says the existing apartment buildings are full. Residents say they're not filled with long-term residents because we know they are renting on AirBNB. A search on airbnb.com for zip code 90292 and a random weekend listed over 300 units (included condos, apartments, etc). And that was just airbnb, there are several other short-term rental options. Taking the developer at his word that these will not be short term rental properties, it still does not prevent residents from sub-leasing the property through any number of websites or a future management from changing their rental policy.

Living close to the Pacific usually means nice breezes. But not if you are located behind a 7 story building.

Overall, I understand the demand for more residential units - the City is growing and this is a very nice place to live. But let's be smart about it.

General Comments/Requests:

a) give us enough info to evaluate the project as if the owner's two adjacent properties were also converted to mostly residential property, 77 feet tall. In other words - what would happen to the surrounding infrastructure if the project tripled in size?
b) When evaluating the existing infrastructure, do not just say whether it can be adapted to have the capacity for this one additional project. Let us know whether the existing infrastructure is currently sufficient to handle all projects in the various pipelines, including in the County portion of Marina del Rey; the Cities of Los Angeles, Culver City (Washington Blvd), Westchester, and Santa Monica; LAX; and the Ballona Wetlands.
c) Mitigation - the developers have been kind enough to speak with local groups. Mitigation keeps being mentioned. To paraphrase residents: we're not concerned with the amount the developer will need to pay the city, we're concerned with where the kids will go to school; mitigations sound nice, but will they actually help?
d) Height Restrictions: the developer says the project will be 77 feet high, the same as the Stella apartments to the west, with differing/lower heights towards Glencoe to match the condos to the east. Fyi, the owner of the Paseo Marina project also owns the property to the north and south. The current buildings on the property are approximately 2 stories high. I would like the height limit to be in line with the existing marina market place complex to the north and the existing condo complex to the east, not the apartments to the west. Why is the limit the tallest structure in the vicinity?
e) Density: the developer says the project will have a 10 foot wide sidewalk along Glencoe, with landscaping on both sides. Will this be true for all of the property? Will the extra room disappear in order to make additional street lanes? The entire project seems very close together, can that be improved?
f) Entrances to/from the property: I currently try to avoid making a left turn into the property as even with the center turn lanes it can be difficult. And during rush hour in general as it is difficult to get out of the parking area. What can be done to fix that, even if the project is cut in half?
g) What do the Form 1099's from AirBNB say about rentals in existing apartment buildings in zip code 90292 for 2016? 2015?
h) What factor/consideration is included for subrental of apartment units? For turnover in general?
i) Will this project result in any improvements to mass transit on Lincoln?
j) Will this project result in any increase in bus frequency on Lincoln?
k) What are the impact on the air flows in the immediate vicinity?

Comments by Category on the Written Comments Form:

1. Air Quality
    a. What are the effects on air quality in each subdivision of the Del Rey Neighborhood Council?
        i. During Evening Rush Hour
    b. Does the above calculation include the effect on the marina layer air flow?
    c. What will be done during demolition and construction to ensure the health of neighboring residents, schools, business employees?
    d. How does the calculated effect change if the project is halved?
    e. How does the calculated effect change if the project is doubled?
    f. See general comment above re air flow from the Pacific

2. Geology and Soils
    a. What are the specific plans for disposal of the current buildings, pavement, pipes, etc
    b. In nearby areas, the water table is very high, and may flow into the wetlands. What impact on wildlife and plant life is anticipated? What specific steps will be taken to ensure the health of the extended neighborhood, including the Ballona Wetlands and Dockweiler/Venice Beach?

3. Greenhouse Gas Emissions
    a. Are any gas emissions expected?
    b. What specific testing will be done to confirm the existence (or not) of methane?
    c. Will methane monitors be installed and actually monitored?
    d. Who will do the monitoring, and how will it be reported?

4. Hazards and Hazardous Materials
    a. What will be done to make sure this is a ‘green’ project?
    b. How will the debris from demolition be disposed of? In covered vehicles? Off site? NOT anywhere near the WetLands?

5. Hydrology/Water Quality
    a. We have been told that this area is at ‘the end of the line’ for water/sewage. Should we expect water quality to drop?
    b. Will the water pressure drop during demolition, during/after construction?

6. Land Use and Planning
    a. Retail square footage will be less than a third of what it was (see general comments) in an area of increasing residential facilities. Where does the City see the residents doing their shopping? Where will that location be once the ‘second choice’ shopping facilities are also replaced by residential units?
    b. Additional property to the north and south (see general comments)
    c. Post Office - the developer implied the existing post office might be relocated to other property owned by the same owner. What is the commitment for the length of the lease? What alternatives are available that are not likely to be replaced by additional

residential units within 10 years? Will the post office be offered a 20 year lease by the current owner?

d. Is it true that new lessees on the current project are only allowed to sign leases for a limited term?
e. Bicycles - I currently do not ride a bike to this property as I believe the likelihood of being hit by a car is way too high. What is being done to ensure the safety of bike riders to and from this project?
f. How can bicyclists safely access:
    i. the Ballona Bike path?
    ii. The bike path along the Pacific?
g. Lack of Infrastructure - what improvements will be made to the current infrastructure, and what are the expected completion dates?
    i. Electrical grid
    ii. Vehicle Traffic Flow
    iii. Mass Transit
    iv. Lincoln Blvd
    v. Bike Lanes

7. Noise
    a. What is the expected increase in noise
        i. along the 90 freeway?
        ii. Along the Ballona Bike Path
    b. Within 100 feet of the project in all directions?

8. Population and Housing
    a. What level of low-income housing will be required in this project?
    b. What changes to any of the answers would result by halving, the residential square footage? By doubling?
    c. Will any of the folks who actually work in the retail businesses at hourly wages be able to afford to live in the units?
    d. What is the average expected rental price per month per one-bedroom unit? Per studio?

9. Public Services
    a. What is the impact on the average response time for
        i. Police
        ii. Fire
    b. What will be the change in the average grade school class size?
    c. What additional public services will be put in place within the next 2 years, that will ease the effect of this project and the many others in a 10 mile radius?
    d.

10. Recreation
    a. What impact on existing public recreation facilities is expected as a result of this project?

b. What additional public recreation facilities will be available as a result of this project within walking distance of this project?
c. How will the project be connected with the pacific/coastal bike path?
d. What square footage of the complex will be available to the public, not counting parking, sidewalk, and/or landscaping?
e. Will there be a walking path?
f. What means of connecting to the Ballona Wetlands will be available to residents other than by automobile?

11. Traffic/Transportation
    a. What is the expected additional traffic due to this project (cars in/out; bikes? Pedestrians?
    b. How much of this additional traffic is a result of current residents driving further to reach retail facilities (the project replaces 100,000 sq ft with 27,000 sq ft)
    c. What is the expected additional traffic due to all other projects proposed in the area? And please list the projects included.
    d. How are traffic 'mitigation' methods assigned to a project?
    For example, installing a left turn signal might help with traffic, but how many projects are allowed to include that additional 'help' when presenting their projects for approval?
    Who makes sure there is no double-counting?
    e. What are the specific impacts on the following intersections?
        i. 90 and Mindanao
        ii. Glencoe and Maxella
        iii. Glencoe and Mindanao
        iv. Redwood and Glencoe
        v. Washington and Lincoln
        vi. Lincoln and Mindanao
        vii. Venice and Lincoln
        viii. Mindanao and La Villa Marina
        ix. Walgrove and Washington
        x. Walgrove and Venice
        xi. Washington Blvd and Centinela
        xii. Washington Pl and Centinela
        xiii. Venice and Centinela
        xiv. Maxella and Del Rey
        xv. Del Rey and Washington
        xvi. Culver onto 90 east
        xvii. Culver onto 90 west access
        xviii. Redwood and Maxella
        xix. Del Rey and Glencoe
        xx. Glencoe and Washington
        xxi. Washington and the Costco entrance between Del Rey and Glencoe

    f. Will parking be allowed on Glencoe once the project is complete?

g. Will the existing center turn lane on Glencoe still exist?
h. What bike lanes (separately striped) will be available to ride directly to the project? (currently there are zero)

12. Utilities/Service Systems
    a. See comments included above

Thank you,
Pat

cc

Jonathan Chang <jonathan.chang@lacity.org>

I am writing to you today regarding a very important issue

Azad Amir-Ghassemi <azadamirghassemi@everyactioncustom.com> Tue, Jun 27, 2017 at 2:41 PM
Reply-To: azadamirghassemi@gmail.com
To: Jonathan.Chang@lacity.org

Dear Major Projects and Environmental Analysis Section Jon Chang,

I am writing to you in support of the proposed 658-unit mixed use development, including 66 dedicated affordable housing units, at 13450 W. Maxella Ave. I respectfully urge the LUPC to approve this project. As a frequent visitor to this neighborhood, for both work and recreation, I would love to opportunity to move into this neighborhood which can only happen if this and other projects can be completed without being destroyed by oppositional neighborhood groups.

This project will provide much-needed housing in the greater Los Angeles region, which is facing a severe housing shortage. I believe that these housing challenges can only be addressed if everyone in the region does their part. It is especially encouraging to see the developer providing badly needed affordable units in the development as well. Los Angeles can't afford to disallow or reduce new housing, especially affordable housing, during this housing crisis.

This project is in a good location for housing. It is directly served by multiple bus lines and many neighborhood amenities such as shops and restaurants are within easy walking and cycling distance. If neighbors worry about parking we should urge the developer to provide fewer spaces even. There are great bike paths and access to rail.

I believe this is a good project for the region and the city as a whole and urge the city to allow the project to proceed as proposed.

Sincerely,
Azad Amir-Ghassemi
2619 Wilshire Blvd Los Angeles, CA 90057-3451
azadamirghassemi@gmail.com

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina Project - 13450 Maxella - Notice of Preparation and Public Scoping Meeting

Monica Antola <monicaantola@hotmail.com> Thu, Jun 15, 2017 at 1:04 PM
To: Jonathan Chang <jonathan.chang@lacity.org>

Hi Jon,

I wanted to write again to express my extreme opposition to this project. The development that has taken place in this area over the last few years has lead to gridlock and multiple traffic accidents on a daily basis in the area. By adding 600+ more units of living space this area will become impossible to drive around not to mention the 3rd world conditions that happen with the electrical grid already. I have power outages on a weekly basis and this is unacceptable. This is a small area and the density with housing has become ridiculous!

As a homeowner who pays high property taxes I am not anxious to depreciate the value of my home by over population density and over development. I am a real estate broker and while I am not opposed to development there comes a point when it has to stop! Changing the zoning of this area **should not be approved**. The on-going approval of development without a master plan is ruining what was a great neighborhood.

I plan to attend the meeting on the 27th and wanted to state my disdain with what is happening again in writing to your office.

Best,

Monica Antola

13241 Fiji Way, Unit H

Marina del Rey, Ca 90292

From: Jonathan Chang <jonathan.chang@lacity.org>
Sent: Friday, June 9, 2017 10:53:04 AM
To: Jonathan Chang
Subject: Paseo Marina Project - 13450 Maxella - Notice of Preparation and Public Scoping Meeting

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marian development - PLEASE NO

ANDREW ARENTOWICZ <andrew.arentowicz@gmail.com> Wed, Jul 12, 2017 at 1:16 PM
To: jonathan.chang@lacity.org

Hi Jonathan,

I live at 4137 Beethoven St., 90066, right down the street from this proposed development. I just read the initial study (https://planning.lacity.org/eir/nops/PaseoMarina/InitialStudy.pdf) and I am whole heartedly against this development. That area is already totally congested with traffic, Lincoln Blvd is brutal half the day as is, and this impact report does nothing to assuage any of my concerns. This development will not improve the community…it is just one step closer to turning our community into Santa Monica…a place I used to love but no longer visit because of traffic congestion. Our roads can't handle any more development. Just stop. I know these developers want to make some money, but enough is enough.

Plus, 37 months of construction! That alone is will clog up our community for years.

We don't need this. We don't want this.

Thank you for your consideration.

Andrew Arentowicz

4137 Beethoven St,

Los Angeles, CA 90066

Jonathan Chang <jonathan.chang@lacity.org>

ENV-2016-3343-EIR

James Armistead <jimmerarmi@gmail.com> Thu, Jul 20, 2017 at 8:24 AM
To: jonathan.chang@lacity.org

Hello Jonathon,
I am a home and business owner in the immediate area and would support a project at this location but only if there were plans by Metro to introduce a BRT or light rail on Lincoln. As we all know, this north/south boulevard is not functioning anymore. Lincoln is an ideal candidate for a dedicated bus lane or light rail connecting Santa Monica to the north and perhaps the airport to the south. If there were such plans, I could support the project even one as big as 658 units.
Thanks

--
James Armistead
(415) 377-4434

Jonathan Chang <jonathan.chang@lacity.org>

Over development in Playa del Rey & Marina del Rey

Mary Austin <memmesh2001@yahoo.com> Tue, Jul 4, 2017 at 12:31 PM
To: jonathan.chang@lacity.org

7/4/2017
Sir,
I'm a resident of Playa Del Rey for over 27 years all we see over development of our community, roads are jammed in poor repair, commuting each morning out of PDR is a nightmare. Forget the current 'ONE LANE MADNESS" championed by Council Bonin.
We see another proposal to further develop Marina Del Rey with condo/apartment building into an area already with an over population similar in Playa Del Rey with yet another "OK'D" condo development.
During the past 27 years there has been no expansion of our road system presently over saturated coming in and going out of Playa Del Rey..... just build & build, and run away!!!
We are all aware of the potential for a major quake or a big ocean swell (The Mayor has recognised this pending hazard is having a major retrofit to certain buildings).
So in such an event how are the residents in Playa Del Rey/Marina going to evacuate, the roads are inadequate Marina Freeway will not under present circumstances handle a Traffic swell.

PEOPLE WILL DIE !!!

This this taken into consideration when building permits are given out a will, and to hell with the community.

When does it matter ?

Richard Austin
8512 Tuscany Ave U416
Playa a Del Rey CA 90293

Jonathan Chang <jonathan.chang@lacity.org>

Proposed developement Glencoe/Maxella

Sandy Waverly <sandywaverly@gmail.com> Sun, Jun 11, 2017 at 7:51 PM
To: jonathan.chang@lacity.org

Dear Jonathan Chang

I am writing to let you know that I am completely opposed to any new construction at this corner, or anywhere! It is so congested, parking is awful, parking lots even worse. Save the brick and mortar, make it fancy even, but do not allow amlarge development. This community simply cannot handle more bodies and traffic. Literally cannot handle it. Just say no!

Bonnie Aylesworth

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina Project

Susan Bacon <susane.bacon@gmail.com> Fri, Jul 14, 2017 at 8:43 PM
To: Jonathan.Chang@lacity.org
Cc: councilmember.bonin@lacity.org, proposedpaseomarina@gmail.com

Dear Mr. Chang,

We are residents of Marina del Rey. Over the last several years, there has been a significant increase in the building of new apartments and condominiums on streets that already are very congested with an overabundance of traffic. Many of these streets allow for one lane of traffic in each direction. The increase in development has caused massive traffic jams. For example, today we were stuck in bumper to bumper traffic on both Lincoln Blvd. and Washington Blvd. The signals turned from red to green and the traffic did not move forward at all. In addition, we see an increase in the number of car accidents. We are concerned that the proposed Paseo Marina Project would negatively impact the area, cause even worse traffic congestion, cause an increase in even more car accidents, and overall be a detriment to the community. Marina del Rey has plenty of residences, shops, and restaurants. This new project is not needed to enhance the community. In fact, we feel that it will negatively impact the area. We urge you to **not** approve the Paseo Marina Project.

If we can be of further assistance to you, please feel free to contact us.

Sincerely,

Susan and Mike Bacon
4338 Redwood Ave. - # 103
Marina del Rey, Ca. 90292

ENV-2016-3343-EIR Paseo Marina Project

Great Western Trading <gwtc@verizon.net> Mon, Jul 17, 2017 at 2:19 PM
To: Jonathan.Chang@lacity.org

Jonathan Chang

Department of City Planning

City Of Los Angeles

200 N. Spring St.

Los Angeles, CA. 90012

Re: Paseo Marina Project ENV-2016-3343-EIR

Dear Mr. Chang:

I am a long time resident of the area that will be directly affected by the Paseo Marina Project. In fact, I've lived here for the majority of my fifty plus years. I think that puts me in a unique position to understand the impact that this project will have on the area. I own a business and building on Beach Avenue – between Glencoe and Del Rey streets, and I own a home on Beethoven Street.

I have been a regular patron of the many businesses that have come and gone in the Pavilions shopping center since the mid 1970's, and while I have no problems with and applaud progress,

I think that the size of the Paseo Marina project will cause some very real problems.

I drive through the intersection of Glencoe and Maxella 2 to 6 times a day and without exaggeration I see at least 2 or 3 near accidents a day – and many accidents that would have been avoided without so many people trying to get thru that intersection – most in a hurry. Every day I see cars run the stop signs and drivers decide to pull out of the left lane and go straight on Glencoe at the last second – almost hitting whoever is trying turn left on Maxella. Pedestrians, dogs and cyclists are almost hit in the intersection, or cut off when they step off the curb. Drivers make a left and cut off cars with the right of way making a right. I could go on and on. I can't fathom how 658 apartments full of people and vehicles are going to get thru that intersection without a major increase in damage, injury and death.

I've lived on Beethoven Street since 1983. I'm concerned with cut through traffic that will undoubtedly increase as a result of Paseo Marina. The speed which cars fly down Beethoven is horrifying. Speed humps have made little difference. Over the years I've seen this situation worsen as we've become the "Loft District". It is already difficult to pull out of my driveway. I'd like to be able to leave my home without being hit.

Most of my day is spent in the neighborhood of The Paseo Marina Project, and although I've only addressed two specific locations, I'm extremely concerned with the impact this project will have on all of the surrounding streets. The infrastructure can't possibly support what is being planned.

While I have no illusions that my comments will change anything, I hope at least you will take them into account and consider lessening the size and scale of the Paseo Marina Project.

Thank you ,

Debbie Hudson Baddin

4229 Beethoven St.

Los Angeles, CA. 90066

gwtc@verizon.net

Debbie Hudson

Great Western Trading Co.

gwtc@verizon.net

800-662-2343

310-305-8857


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Jonathan Chang
Department of City Planning
City Of Los Angeles
200 N. Spring St.
Los Angeles, CA. 90012
Re: Paseo Marina Project ENV-2016-3343-EIR

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While I have no illusions that my comments will change anything, I hope at least you will take them into account and consider lessening the size and scale of the Paseo Marina Project.

Thank you,

Debbie Hudson Baddin
4229 Beethoven St.
Los Angeles, CA. 90066
wlagirl11@gmail.com

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina

kathleen battersby <katydid318@yahoo.com> Wed, Jul 12, 2017 at 4:50 PM
Reply-To: kathleen battersby <katydid318@yahoo.com>
To: "jonathan.chang@lacity.org" <jonathan.chang@lacity.org>

Mr Chang:
I am very concerned about this project coming to my neighborhood. The size is just too large for the space. I believe it will have a negative impact on my quality of life due to noise, air pollution, traffic congestion, loss of stores that I frequent and just a myriad of ways. Please help us to reduce the scale of this project in a very major way. I feel a once pleasant neighborhood is becoming unlivable.
Kathleen Battersby

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina development

Nancy Beacham <nancigo@yahoo.com> Sun, Jul 2, 2017 at 8:48 PM
To: Jonathan.Chang@lacity.org

I am a senior citizen who loves to walk around the area where Barnes and noble is located. One of the only non crowded areas to park and shop where someone as old as I feels safe. So upset about thud proposed construction. The roads around there are so crowded and NARROW as it is.

Nancy Beacham playa vista

Sent from my iPad

Paseo Marina

Elizabeth Belser <elizabethbelser@hotmail.com> Sun, Jun 11, 2017 at 4:43 PM
To: "jonathan.chang@lacity.org" <jonathan.chang@lacity.org>

Dear Mr. Chang,

I have been living in the neighborhood surrounding this proposed development for over 20 years. I am not anti-development and I do think that the intended property has been underutilized, but the proposed development is INSANE!

We cannot handle a massive development in this area. The area is already congested with more proposed developments on the way.

The mall where this development is being proposed is where I do my grocery shop, my banking. Where I eat at my favorite neighborhood restaurants and where I drop off my mail. It is already challenging to find parking and the streets are at a maximum capacity. Additionally, but for the buildings at the end of Maxella across Lincoln Boulevard, the buildings surrounding the area are not 7 stories. This level of development does not fit in with our local community.

Part of what makes my neighborhood so nice is the ability to live in a quiet, peaceful neighborhood with the added convenience of local businesses nearby. The amount of residential units and commercial space is proportionate (or was until all the recent developments). This development is anything, but proportionate.

The area cannot support 658 multi-residential units and 27,300 square feet of commercial space.

This project must be scaled back. Way back.

Thank you in advance for your time.

Sincerely,

Elizabeth Belser

310 486 4554

Re: Paseo Marina - addendum

Elizabeth Belser <elizabethbelser@hotmail.com> Wed, Jul 5, 2017 at 11:25 PM
To: Jonathan Chang <jonathan.chang@lacity.org>

Dear Mr. Chang,

I went to the scoping meeting and I have some further comments.

The traffic study must be expanded to include the neighborhood streets, not just the main intersections on the main streets. Cars are now cutting through the neighborhood to avoid traffic and cutting through to the Marina shopping centers where the project is located. The traffic on Lincoln has become unbearable. I was traveling south on Lincoln today and it was bumper to bumper from north of Washington Blvd all the way to Mindanao. I ended up turning left into one of the businesses on Lincoln. I cut through the parking lot and I then made my way to Glencoe and then cut through the neighborhood some more until I ended up on Washington Blvd near Wade. Absolutely ridiculous and this was the middle of the day, on a weekday.

Furthermore, due to certain traffic restrictions on Washington Blvd, west of Centinela, cars are cutting through on streets such as Chase and McConnell as well.

The traffic study should include Alla from Washington Blvd to the 90.

Also Maxella from Mildred to Glencoe.

Short Avenue (turns in to Mindanao) from Centinela to Glencoe.

Beethoven from Washington Blvd to Short Avenue.

I am concerned about how the traffic signage and lights surrounding the project. Right and left turn arrows, traffic flow, etc.

I am concerned about electricity as there have been outages.

I am concerned about parking not only in the Paseo Marina area, but people parking in the neighborhood and walking in. Currently there is free parking in the area where Barnes and Nobles and DSW are located. This parking is not only for those businesses, but also overflow parking for thee area where Pavilions and other businesses are located. On the weekends it has already become impossible to find parking even with the overflow parking.

I think the height of the project should be more compatible with the immediate neighborhood. The closest adjacent housing (Stella) is a few stories shorter than the proposed development. Most of the developments in the neighborhood are not 7 stories above ground. Granted across Lincoln, by the Ralphs there are the giant towers, but they are the exception, not the rule and they are an eyesore and have blocked our air and light.

Lastly, the amount for low income housing should be raised to 20%.

Thank you.

Sincerely,

Elizabeth Belser
310 486 4554

From: Jonathan Chang <jonathan.chang@lacity.org>
Sent: Tuesday, June 13, 2017 3:43 PM
To: Elizabeth Belser
Subject: Re: Paseo Marina

Good Afternoon,

Thank you for your comment regarding the Paseo Marina Project. Your comment is in the public record for the project and will be used in the development of the Draft Environmental Impact Report.

Thank you.

On Sun, Jun 11, 2017 at 4:43 PM, Elizabeth Belser <elizabethbelser@hotmail.com> wrote:

> Dear Mr. Chang,
>
> I have been living in the neighborhood surrounding this proposed development for over 20 years. I am not anti-development and I do think that the intended property has been underutilized, but the proposed development is INSANE!
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This project must be scaled back. Way back.

Thank you in advance for your time.

Sincerely,

Elizabeth Belser

310 486 4554

--

Kind Regards,

Jon Chang

Planning Assistant

Department of City Planning
Major Projects

T:
(213) 978-1914
200 N. Spring St., Room 750
Los Angeles, CA 90012
Jonathan.Chang@lacity.org

Jonathan Chang <jonathan.chang@lacity.org>

Marina Del Rey Paseo Project ENV-2016-3342 – EIR Public Scoping Feedback

Leslie Billinger <lbillinger@coca-cola.com> Sat, Jul 8, 2017 at 12:59 PM
To: "jonathan.Chang@lacity.org" <jonathan.Chang@lacity.org>

Jon Chang

Major Projects Section

City of Los Angeles Dept of City Planning

200 N. Spring Street Room 750

Los Angeles, CA 90012

Dear Mr. Chang,

I am writing about the Marina Del Rey Paseo Project ENV-2016-3342 – EIR. I have been a homeowner 1 block away from this proposed project for 25 years. I love the neighborhood as it has remained quaint, safe and access to freeways have been easy most days. I live near the corner of Maxella and Redwood and with the recent development of apartments on Redwood between Maxella and Washington the corner has become exceptionally busy and noisy.

I understand that progress is inevitable, however I am hopeful that the city is factoring traffic and backups entering the 405 from the 90 freeway for residents before giving the green light for this project. I think often tax revenue is placed before considering impact to traffic back-ups. I hope that is not the case here.

- Requests for your response:
  - Traffic light be placed on the corner of Redwood and Maxella
  - Sares Regis Group partner to fund the expansion of the access lane to and from the 90 and the 405 freeways
  - Sares Regis Group pay for sound proof windows for residents with windows facing Glencoe, Mindanao and Maxella Streets
  - Review number of guest parking spots vs resident assigned parking spots. What is the percent of guest parking spots per unit vs apartments?

- Detail the noise ordinances in place and how they will be enforced

Unfortunately I cannot make the public hearing as I have to work and it's downtown Los Angeles. However I would like my requests considered.

Thank you,

Leslie Billinger

Cc: (Letter Mailed)

Assemblywoman Autumn R. Burke

State Senator Ben Allen

Leslie Billinger

Coca-Cola North America

Sr. Shopper Marketing Manager

Kroger Total Business Team

lbillinger@coca-cola.com

323 326 3315

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Leslie Billinger
13310 Maxella Ave #4
Marina Del Rey, CA 90292
323 326 3315
7/6/2017

Jon Chang
Major Projects Section
City of Los Angeles Dept of City Planning
200 N. Spring Street Room 750
Los Angeles, CA 90012

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  - Detail the noise ordinances in place and how they will be enforced

Unfortunately I cannot make the public hearing as I have to work and it's downtown Los Angeles. However I would like my requests considered.

Thank you,

Leslie Billinger
Leslie Billinger

Cc:
Assemblywoman Autumn R. Burke
State Senator Ben Allen

RECEIVED
CITY OF LOS ANGELES
JUL 12 2017
MAJOR PROJECTS
UNIT

Richard Birch

4748L La Villa Marina Marina Del Rey CA 90292

ric@spectak.com **3109458059**

Mr. Chang, your email address provided for Public Comments does not work...see below. Don't you think that's a little obvious ? If you're going to approve development applications without bothering to read any public comments, shouldn't you at least pretend to receive them ?

Begin forwarded message:

From: Microsoft Outlook <MicrosoftExchange329e71ec88ae4615bbc36ab6ce41109e@spectak.onmicrosoft.com> **Subject:** **Undeliverable: ENV-2016-3343-EIR** **Date:** July 14, 2017 at 4:15:23 PM PDT **To:** <ric@spectak.com>

Delivery has failed to these recipients or groups:

jonathan.Chang@lacity.com (jonathan.Chang@lacity.com)

Your message wasn't delivered. Despite repeated attempts to deliver your message, the recipient's email system refused to accept a connection from your email system.Contact the recipient by some other means (by phone, for example) and ask them to tell their email admin that it appears that their email system is refusing connections from your email server. Give

For Email AdminsNo connection could be made because the target computer actively refused it. This usually results from trying to connect to a service that is inactive on the remote host - that is, one with no server a

Diagnostic information for administrators:

Generating server: SY3PR01MB0091.ausprd01.prod.outlook.com Receiving server: SY3PR01MB0091.ausprd01.prod.outlook.com

jonathan.Chang@lacity.com7/14/2017 11:15:23 PM - Server at SY3PR01MB0091.ausprd01.prod.outlook.com returned '550 5.4.316 Message expired, connection refused(Socket error code 10061)'7/14/2017 11:05:09 PM - Server at lacity.com (69.172.201.153) returned '450 4.4.316 Connection refused [Message=Socket error code 10061] [LastAttemptedServerName=lacity.com] [LastAttempt

Original message headers:


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From: Ric Birch <ric@spectak.com>To: "jonathan.Chang@lacity.com" <jonathan.Chang@lacity.com>
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PROJECT NAME: Paseo Marina
CASE Nº: ENV-2016-3343-EIR
PROJECT LOCATION: 13400-13450 Maxella Avenue, 4305-4363 Glencoe Avenue, Los Angeles CA 90292
COMMUNITY PLANNING AREA: Palms-Mar Vista-Del Rey
COUNCIL DISTRICT: 11 - Mike Bonin
DUE DATE FOR PUBLIC COMMENTS: July 18, 2017

Attn. Jon Chang
RE: ENV-2016-3343-EIR
Department of City Planning
City of Los Angeles
200 N Spring Street, room 750
Los Angeles CA 90012

12 July 2017

Dear Mr. Chang,

I regret that you and the Dept of City Planning are regarded as such a joke, but given the City's record of approving more than 65,000 apartments in the Marina Del Rey area over the past several years without adding any new roads, any new schools, any new power supply, any new water supply, any new parking stations, any new post offices, while reducing road width to incorporate bike lanes, the Dept of City Planning has earned its reputation as an oxymoron. Developments get approved and the community gets shafted, so I have little expectation that anything will change this time. However, what's the alternative ? It's so nice of the City to give us this opportunity to make observations about the negative impacts of real estate developments, which the City will view positively all the way to the shredder on its way to the bank.

So the above development shares many of the same issues and negative impacts of previously approved developments on Maxella cross streets, and of course the Stella development on corner of Lincoln and Maxella, where you have just approved a further 70 crassly-designed apartments so that future slum dwellers will find a home. What's wrong with ENV-2-16-3343-EIR? Try the following.

PARKING:
The area being proposed for development currently incorporates a little over 100,000 square feet of retail with approximately 500 off-street parking spaces. The development plan guts retail by 76% to only 13,500 square feet plus 13,500 square feet of restaurants. It adds three seven story tower blocks that house 658 apartments, with a permanent population of around 1,500 people and cars, with an overnight visitor population of 150 people and cars and a daily influx of 350 staff and visitors. The developer proposes 1216 underground parking spaces to deal with a daily permanent requirement for approximately 2,000 cars at the apartments plus 120 spaces in case customers are attracted to the minimal retail precinct. The developer is well aware that there are free parking spaces on the other side of Maxella in the Marina Marketplace and obviously intends that his shortfall in planned parking space will just overflow into the covered parking space across the road. That will be bad news for the businesses that currently rely on these spaces for their customers. The other obvious parking overflow site would be the 600 open air spaces in front of Pavilions, CVS and the other retail outlets currently unencumbered by the requirements of 658 apartment dwellers.

If the City approves this development without requiring additional parking space it clearly doesn't understand the meaning of "planning" but you should - you work there ! The best solution would be for the developer to reduce the number of apartments in each tower block by substituting parking levels for residential levels. But that would mean less profit and less money to spread around the City departments, so we know that won't happen. At a public meeting the developer was asked specifically how he proposed to deal with the entirely foreseeable parking issues and he just shrugged his shoulders...it wasn't his problem he said...it just requires parking management. He wasn't interested in explaining how this would work, except that maybe retailers would need to validate parking tickets. Currently there are no parking tickets required, so there would be a whole new infrastructure project of boom gates to totally halt access to parking sites. But that's not the developer's problem...he'll be long gone by the time retail businesses start failing because their customers can't park. So Mr. Chang - why don't you do a spot of planning and anticipate the highly predictable parking issues that will arise if this particular development goes ahead in its current configuration ?

PUBLIC ACCESS:

Currently, the entire development site consists of retail businesses plus open space occupied by about 500 free parking spaces. Access to the entire area is unrestricted. Under the development plan, public access will be restricted to a single walkway, daringly named The Paseo, which threads its way between tower blocks from Maxella Avenue to the parking lot where the Marina Del Rey Post Office is currently located. All other parts of the development site are restricted to residents only, leaving public walking space available on only approximately 3% of the original site. Some cities would require wind and shade studies to predict the effect of seven story tower blocks on the neighbourhood but LA City will undoubtedly bypass such nonsense as it has done so many times in the past. However, if there was such a study, it may find that The Paseo would create a shaded wind tunnel, producing high velocity airflows from south to north, thus reducing the attraction of the only public thoroughfare through a site which currently does not require one.

AESTHETICS:

The design renderings show standard vanilla aluminium cladding, endless glass and chrome railings with a stepped profile from street to seven story towers. This is not architecture - it's just copied from the cover illustration on the box that the 3D drawing software comes in. It's mindless and designed only to be bland and not attract too much attention to its awfulness. These apartments will have a half-life of about a decade..they will then be run-down and ill-maintained and will become housing projects for the city, thus pretty much destroying the tax base that currently supports the developers.

TRAFFIC:

Mr. Chang, your department obviously does no traffic planning at all, or else you would have done something to mitigate the traffic disasters that have arisen around the Marina - Via Marina which is currently a construction zone for thousands of new apartments so the intersection with Admiralty Way is impassable at peak times: likewise Palawan Way. But your City Planning Department has done nothing to provide new road widening measures for the vastly increased population numbers...apparently the plan is to encourage walking and bicycles. Hint...it won't work. Get another plan ready for when all the new apartments between Washington and Maxella are at full occupancy, plus the Stella and this new development add more than 1,000 apartments to the traffic flow, plus the 45,000 new apartments around Via Marina start feeding into Lincoln and the 90 onramps and then you really will need a plan to deal with the traffic...why not have a chat with Caltrans ? The developer told us it wasn't his problem - he thinks it's the City's job to plan traffic, so Mr. Chang, start your engines !

POWER:
The Marina has seen a steady increase in power outtages as the new developments in the area come online, where single occupancy homes have been replaced with multistorey apartments, with insufficient new power sources. To do it properly would require planning...so Mr. Chang, suggest you call LA Water & Power and see what they have in mind for this particular development. If they tell you they don't really see the need to increase supply, let the developer know he can have as much power as is currently delivered to the site, but no more.

WATER:
Same story as power...adding tens of thousands of new residents means planning for utilities...water, sewage, power, phone lines, cable, cell towers...is anyone planning that at your department Mr. Chang ?

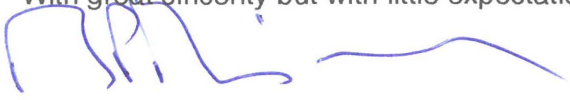
SCHOOLS:
Presumably 150,000 new residents in the Marina Del Rey area from Jefferson to Washington will include some children who need schooling...but we haven't seen any new schools going up...what's happening Mr. Chang ? Either couples have stopped having kids or the department has a plan that it hasn't shared yet ?

POST OFFICE:
The Marina Del Rey Post Office used to be in the shopping centre on Admiralty and Mindanao...then it moved and downsized to a site that will be demolished under the current development plan. The developer estimates that construction will take two and a half years to complete his vision...during which time there will be no Post Office, unless the USPO does some forward planning...perhaps that's something your department could help them with Mr. Chang, because you guys have such an outstanding record of anticipating and planning for the future...hmmm..maybe they should hire some other experts.

PUBLIC SERVICES:
Apart from the Post Office, the current site houses a multiplex cinema which is well-attended. The developer sees no need for a replacement apparently but does show on the plan a vaguely-described Accessory Building not far from the current Post Office's location. This Building's purpose is completely unknown but could be whatever you want it to be, from a Civic Centre to an ice-skating rink to a Chuckee Cheese junior astronauts launch pad and playground. Up to you Mr. Chang to add a layer of vision and planning to this otherwise anonymous offering.

Finally, at a public meeting on 11th July, we were given copies of a Written Comment Form which notes in the fine print that "the deadline for submitting preliminary comments is July 11, 2017." The Comment Form was not handed out until 8.00pm on July 11th, which was either a mistake or a deliberate attempt to stifle preliminary comment. However, please accept this email as "Public Comments" which has a deadline of 18th July, 2017. As noted above, the City of LA also appears to be attempting to stifle comment by not accepting email properly addressed to your mailbox...

With great sincerity but with little expectation of yourself or your department, I remain,



Richard Birch

Jonathan Chang <jonathan.chang@lacity.org>

I am writing to you today regarding a very important issue

Scott Blew <iam@everyactioncustom.com> Thu, Jun 29, 2017 at 4:55 PM
Reply-To: iam@scottblew.com
To: Jonathan.Chang@lacity.org

Dear Major Projects and Environmental Analysis Section Jon Chang,

I am writing to you in support of the proposed 658-unit mixed use development, including 66 dedicated affordable housing units, at 13450 W. Maxella Ave. I respectfully urge the LUPC to approve this project.

This project will provide much-needed housing in the greater Los Angeles region, which is facing a severe housing shortage. I believe that these housing challenges can only be addressed if everyone in the region does their part. It is especially encouraging to see the developer providing badly needed affordable units in the development as well. Los Angeles can't afford to disallow or reduce new housing, especially affordable housing, during this housing crisis.

This project is in a good location for housing. It is directly served by multiple bus lines and many neighborhood amenities such as shops and restaurants are within easy walking and cycling distance.

For these reasons, I believe this is a good project for the region and respectfully urge the city to allow the project to proceed as proposed.

Sincerely,
Scott Blew
531 Vernon Ave Venice, CA 90291-2213
iam@scottblew.com

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina Project objection

Tina Boehle <itstnab@icloud.com> Fri, Jul 14, 2017 at 8:11 AM
To: Jonathan.Chang@lacity.org
Cc: proposedpaseomarina@gmail.com, councilmember.bonin@lacity.org

STOP! STOP! STOP! STOP!

this ridiculous, gigantic, long term project.

We are currently so impacted with construction and traffic there is NO ROOM for projects such as these anymore.

Anyone thought in case of emergency how any of us will be able to move and go anywhere? get any needed emergency medical treatment?

I am a lifetime resident of Venice/Mar Vista. My home on Grand View Blvd is tremendously impacted by the last 10 years of local but especially the Playa Vista expansion and construction. It is difficult for me to get out of my driveway in the morning rush, or after 4:30 during the evening rush…cars backed up for 3 blocks at the stop sign at Palms and Grandview!!!!!

We do not need to look for solutions AFTER these projects have been proposed and approved. Look at the new Venice Blvd project…ludicrous. Drive to Manhattan beach along Vista Del Mar…a joke!!!!!!

The Boehle family

To: Jon Chang
Major Projects Section
City of LA Department of City Planning
200 N. Spring Street, Room 750
LA, CA 90012

From: Amy Carson Bond
4330 Glencoe Ave Unit 1
Villa Velletri
Marina del Rey, CA 90292

Re: Paseo Marina ENV-2016-3343-EIR

I would like the following concerns to be considered when creating the EIR for the proposed Paseo Marina.

Transportation and Traffic

Since Glencoe has a curve between Mindanao and Maxella (which is a blind curve for vehicles exiting the Villa Velletri condominium complex on the north) there are frequent accidents and near misses between the "through traffic" and vehicles entering it from both sides.

Glencoe is used by the thousands of commuters looking for alternative routes from the South Bay to Santa Monica and beyond, and vehicles to and from Route 90 and Costco, and these through vehicles are often speeding and not prepared (or are unwilling to yield) to other vehicles and pedestrians. Therefore, a signal to manage the exit of Paseo Marina/shopping center is necessary and would be most effective if aligned with the exit of Villa Velletri and a relocated crosswalk. The traffic signal installed to protect the pedestrian crosswalk is currently ineffective because of its proximity to the current exit of the shopping area (and proposed complex). Vehicles turning right out of the complex don't have time to react to the light after these drivers have been focusing on finding a gap between the steady flow of traffic from the Maxella intersection. Drivers frequently run the flashing red light as do the speeding "through" vehicles.

Hazards and Hazardous Materials

It can be reasonably assumed that a high percentage of the new tenants will own dogs and many, if not most, of them will cross Glencoe to walk their dogs since it is the only surrounding street that is residential. With a potentially significant increase in the number of dogs being walked on Glencoe, Maxella and Mindanao, defecation and urination and the accompanying odor, potential for contamination of runoff water and impacts on residential waste disposal will be a problem. In order to maintain cleanliness and protect the property values of the current

property owners, Paseo Marina should evaluate the impacts above, as well as study the feasibility of providing on-site dog amenities, as described in an article in the August 18, 2014 edition of UrbanLand (ULI) entitled Going to The Dogs: Profitable Pet-Friendly Amenities (https://urbanland.uli.org/development-business/going-dogs).

Land Use and Planning and Aesthetics

The height of the proposed complex is significantly greater than surrounding structures to the north and east, which would be diminished in comparison. Since Stella (at 6 stories) is across Lincoln Boulevard from the high-rise complex, its height in relation to the rest of the developments within the block bounded by Maxella, Glencoe, Mindanao and Lincoln is not as out of proportion as a 77' complex would be 1/2 a block north. 5 stories (or 6 if the top fronting both Maxella and Glencoe are articulated) would be much more balanced and aesthetically pleasing than the project set forth in the current proposal.

Geology and Soils

The proposed projects are situated in identified liquefaction and tsunami zones and should be studied for their potential impacts on emergency resources and evacuation routes, as well as their structural viability in a significant seismic event.

Thank you for your consideration of these concerns. I look forward to the opportunity to review the Draft Environmental Impact Report.

Amy Carson Bond

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina Project re: ENV-2016-3343-EIR

Nina Borwick <golda2000@gmail.com> Fri, Jul 14, 2017 at 9:39 AM
To: Jonathan.Chang@lacity.org
Cc: mayor.garcetti@lacity.org, councilmember.bonin@lacity.org, ezra.gale@lacity.org, matt.mersinger@delreync.org, chair-lupo@venicenc.org, PLUC@ncwpdr.org

Dear Mr. Chang - I recently attended a scoping meeting on this project. I was told to submit my written comments at that time, but my committee in my condo building has urged me to also comment to you directly, copying a list of people whom I think should know about the neighborhood reaction to this project.

First off let me say that I am not opposed to an upgraded beautiful Marina Marketplace. One of our reasons for retiring and moving to the Marina was the ability to walk so many places and be able to shop and participate in a variety of activities. We watched the renovation of the one side of Maxella, very eager to see what would happen to the Marketplace, which we were told was going to be upgraded. So, I was pretty appalled to see the initial plans for a development including three 7-story buildings, the removal of stores we all rely on, and a claustrophobic design which does not take into account the need to retain the "openness" of the Marina.

We would welcome a re-design of the mall to be much more user-friendly. Right now you end up walking all over the parking lot to access the mall. It is not attractive and needs way more green space. However, the plan to add more high rise buildings and narrow walking and bike paths does nothing to open up the space.

Since Mayor Garcetti has already announced plans for the "greening"of some major streets in LA, we would like to be part of that movement. We would like to continue to be a walking community, without the addition of hundreds of cars every day trying to get in and out of their condos. We don't need more condos, we need green space, clean air, and an inviting and updated mall.

I have heard things proposed like a Farmer's Market, an open air park in the area of Barnes and Noble, updated stores (although retaining much of what we have is also fine). I heard no one at the scoping meeting happy about high rise buildings.

Waterside Plaza on Admiralty is small, but a lovely place to sit outside. This needs to be so much better, to provide the community with its own feel of a planned community, without turning it into Playa Vista. This is what the developers are trying to do. We do not need housing density.

I talked at length to one of the architects who was very receptive to what I was saying and urged me to put it into writing, which I did.

I am just following up to state what I feel is important. I am not saying to abandon a whole project. I am saying to rethink it big time and give us a special, unique re-design of a very needed marketplace mall.

Thank you.

Nina Borwick

Jonathan Chang <jonathan.chang@lacity.org>

Paso Marina development at Marina Marketplace shopping Center

Patricia Boyle <pjrb@ca.rr.com> Tue, Jul 11, 2017 at 10:22 AM
To: Jonathan.Chang@lacity.org

To Mr. Jon Chang,

Re: ENV-2016-3343-EIR

I am writing to voice my opposition to the above-referenced proposal. Traffic in the area of the proposal is already at a standstill due to the heavy volume. Instances of blocking on-coming traffic to make left turns, driving outside of lanes, and running through red lights are common. The area's schools already cannot support its students. More housing will only make this worse.

Please stop this!

Patty Boyle
Playa Vista
(310) 745-1902

Paseo Marina (ENV-2016-3343-EIR)

Deborah Boynton <DeborahBoynton@msn.com> Mon, Jul 17, 2017 at 10:09 PM
To: "Jonathan.Chang@lacity.org" <Jonathan.Chang@lacity.org>

Dear Jonathan Chang,

I own a home at 4249 McConnell Blvd., Los Angeles, 90066, near Maxella Ave., I'm horrified that the huge Paseo Marina project is even being considered at the current size that has been approved.

Ever since the tall apartment buildings on Lincoln Blvd. & Maxella have gone in we have very little ocean breeze coming down Maxella. If you travel south just to Short Avenue, the air flows much more forcefully, where it isn't being blocked by tall buildings.

The Paseo Marina project will only cut off what little cooling & refreshing ocean breeze we might have. Our air quality will plummet & the temperatures in our neighborhood will increase.

There is already way too much cut through traffic in our once quiet & safe neighborhood. I hear & see vehicles speeding at all hours of the day & night cutting through our residential streets, looking for a way around the hellish traffic.

The traffic on Lincoln Blvd. is obnoxious, way too dense & poorly regulated & timed.

The Marina Freeway dumps out traffic 1 block from Maxella Ave. & plenty of it, there are traffic jams during rush hour & if you add the density of the Paseo Marina project, we will all suffer & have to bear the unreasonable burden of yet another poorly planned and dense development. The noise pollution & vehicle pollution will add a health hazard to all of us in this neighborhood. Doesn't anyone care about our well being, don't we have any rights as citizens of this community?

Emergency vehicles have a terrible time getting through on Lincoln Blvd. during rush hour, now it will even be worse.

There is no need for three seven story buildings in this crowded area. This project at it current size will destroy our neighborhood. Scale it way back to the height of the Marina Marketplace as it is - two stories & underground & above ground structure parking. Come up with a reasonable plan & have more input from the actual home owners & residents that will be cruelly affected by this ill planned development.

The only people it will benefit will be the developers.

Have more consideration & care for the citizens who already live & work here.

Thank you,

Deborah Boynton

Jonathan Chang <jonathan.chang@lacity.org>

Opposition to Paseo Marina, ENV-2016-3343-EIR

Elizabeth Brightman <elizabethbrightman@gmail.com> Fri, Jul 7, 2017 at 11:52 AM
To: Jonathan.chang@lacity.org

Dear Dept of City Planning, Council 11 - Honorable Mike Bonin, c/o Jon Chang

Kindly note our strong opposition to the proposed project Paseo Marina at the location of 13400-13450 Maxella Ave, 4305-4363 Glencoe Ave, LA, CA 90292.

As residents of this neighborhood, we are greatly concerned with the negative impact such a project will impart on our community. We will lose hundreds of parking spaces, numerous businesses, entertainment centers, and restaurants. The environment will be negatively impacted by tremendous increase in cars and traffic congestion, etc.

This proposed development will negatively impact the natural and built environments of Marina del Rey. The quality of life for those who live and work here will be severely compromised.

Thank you for your careful consideration of this request to deny any possible change of zoning and the construction of this development.

Elizabeth and Orrin Brightman
13078 Mindanao Way, Unit 211
Marina del Rey, CA 90292
Elizabethbrightman@gmail.com
Orrinbrightman@gmail.com
954-654-1121
954-654-1110

Jonathan Chang <jonathan.chang@lacity.org>

ENV-2016-3343-EIR - resident concerns about Paseo Marina development

roaringwoman@aol.com <roaringwoman@aol.com> Tue, Jul 18, 2017 at 2:38 PM
To: Jonathan.Chang@lacity.org

Dear Jonathan Chang,

I have resided at 4211 Beethoven St, Los Angeles, Ca, 90066 for over 10 years. I am strongly opposed to the development project called Paseo Marina planned for my neighborhood and request that my comments be included in the environmental impact report, reference number ENV-2016-3343-EIR.

I am opposed to this project because I feel it creates unsustainable increases in population density which will cause unhealthy and dangerous traffic congestion in the surrounding residential neighborhoods, will cause unhealthy increases in pollution, diminish the social economic diversity of a traditionally working class neighborhood by forcing long time residents to move due to increases in rent, will eliminate a valuable community commercial hub by bulldozing local stores, shops and restaurants, overburden local schools and other public services, irreparably damage the character of my neighbor and decrease the quality of life for all of the neighborhood residents.

Already our neighborhood is experiencing the enormous increase in traffic congestion created by the Playa Vista development, an increase in the number of new apartment buildings and newly constructed "road diet" lane reduction areas. Our neighborhood does not have the infrastructure needed to sustain the current or planned population increases. As new apartment complexes continue to flood our neighborhood traffic congestion has risen toward unsustainable levels. Commute times have exponentially increased for local residents and our neighborhood streets are being flooded by drivers attempting to avoid the restricted areas. This creates an unsafe environment for neighborhood families due to both reckless drivers speeding through residential areas and long lines of idling cars attempting to merge onto major thoroughfares. The former makes our neighborhood streets unsafe for families, children and pets and the latter creates pollution hazards from exhaust and heavy metals. Increased traffic congestion and population density will also limit the ability of emergency services to reach residents in a timely manner creating a danger for the local community. The Paseo Marina development will significantly increase the population density of the area and exacerbate these problems. Soon our neighborhood will become untenable due increases of both traffic congestion, pollution and restricted access to emergency services. In my opinion, these reasons alone are enough to stop the Paseo Marina development.

Our neighborhood has traditionally been a quiet working class neighborhood with an economically diverse population. The continued inflation of real estate values, started by the "Silicon Beach" businesses, will be exacerbated by the addition of the Paseo Marina luxury apartments. Already long time residents are being priced out of their homes and forced to leave the westside. I like the diversity of my neighborhood and want it stay an affordable area for all residents. I loath the idea of becoming yet another westside enclave for the wealthy. Residents should not be forced out of their homes just because the area has suddenly become trendy. There are many elderly neighbors, multi-generational families and renters living in my neighborhood. They are great neighbors and I would hate to lose them because they are being priced out of the area. The Paseo Marina development will hasten the demise of our neighborhood's diversity and alter its character. For these reasons, I do not support this development.

Overcrowded schools lead to a decrease in the quality of education available to the students. Our local elementary school families have spent years working with the school administrators to building up the educational environment of the school. Paseo Marina will create a significant increase in population density, which may lead to overcrowding of local schools. Overcrowded conditions will quickly undo the strong gains seen in our local schools' culture and performance. In support of our neighborhood schools and the students that attend them, I request that Paseo Marina development be denied.

The Paseo Marina development will eliminate local businesses which provide an important social and commercial hub in my neighborhood. My family and I often walk to the movies, shops and restaurants that will be displaced by Paseo Marina apartments. I often walk to meet friends at our neighborhood coffee houses and restaurants. These businesses are a vital part of our local community. They offer a place for friends and families to gather, a walkable place for us to shop and socialize. Instead of wasting valuable time driving to another part of the city we have access to the amenities of our local family movie theater, restaurants and shops. This adds to the quality of life our neighborhood affords and

enriches the families that live in the area. The loss of these businesses will be a loss of a valuable community resource, which will further diminish the character and quality of life currently experienced in my neighborhood. For these reasons, I feel the Paseo Marina development poses more harm than benefit for the local neighborhoods and community.

I strongly urge you to consider the immensely negative impact the Paseo Marina development will have on my community. For the reasons stated above, I strongly urge the City Council and the Mayor to reject this proposed development and any similar proposals for my neighborhood. Paseo Marina will increase the population density of our neighborhood irreparably damaging the surrounding neighborhoods, and increasing traffic congestion and pollution, which will permanently alter the quality of life and livability of my neighborhood. Please help to preserve the safety, integrity, diversity and quality of life in my neighborhood by rejecting the proposal to build the Paseo Marina luxury apartment development. Please include my concerns in your environmental impact report.

Sincerely,
Karen Elizabeth Brinker

Alissa Gordon <alissa.gordon@lacity.org>

RE: Development

1 message

Terese Brode <tmabrode@yahoo.com> Thu, Jul 6, 2017 at 9:28 AM
Reply-To: Terese Brode <tmabrode@yahoo.com>
To: "alissa.gordon@lacity.org" <alissa.gordon@lacity.org>

Hi Alissa,

Just giving my family thoughts for Marina Del Rey Market Place -

1. Please keep it the same - NO additional housing etc.

WE the people in Westchester and surrounding areas of Westside are VERY concerned about all the building - where are people to go? Beach what beach? This is CA - doesn't anyone from here any more? When do we stop building high rises? What roads? If you building and build like no tomorrow...How can you tell if the area can really support the amount of people?

As of right now we do NOT have enough police.

What are my kids going to do with the problem as things change as the economy could have issues etc?

I have an idea for Brentwood but must be in a residential area, Pacific Palisades or Beverly Hills. They have lots of property to use and can build and build there!

Thank you

TBrode

Jonathan Chang <jonathan.chang@lacity.org>

Regarding: Paseo Marina Development ENV-2016-3343-EIR

Lynzee Browning <lynzee720@gmail.com> Mon, Jul 3, 2017 at 5:04 PM
To: Jonathan.Chang@lacity.org

Hello Jonathan,

The proposed development at this location would make a densely populated and congested area unbearable for any quality of life.
Adding 3 seven-story buildings to replace Marina Marketplace with 658 apartments above 27,300 sq ft of commercial space, including 1,200 vehicle garage.
The area is already surrounded by living space and the streets are almost at the point of gridlock. With the recent changes in Playa Del Rey the traffic on Lincoln has increased.

The area could be developed with fewer apartments and vehicles and with planning for the people who live and shop there to move around instead of being packed in like sardines.

What consideration has there been for traffic? A lovely Marina will become another Playa Vista but with no planning for community living.

I have lived in Playa Del Rey for 30 years and enjoyed going to Marina Del Rey. Such a block of densely populated buildings is irresponsible. Development of this area is out of control.

If this development continues.. I and my neighbors will go South for our shopping and we will have to suffer through the Marina area to get to medical care in W LA.

This is a disaster as it stands now.

–
Carolyn Browning
8512 Tuscany Ave, 316
Playa Del Rey, CA

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina (ENV-2016-3343-EIR)

Valerie Rose <rosev611@gmail.com> Wed, Jul 12, 2017 at 7:14 PM
To: jonathan.chang@lacity.org

As longtime Mar Vista residents and homeowners, we are very concerned about the proposed Paseo Marina project. This development is far too large and dense. It will add to the existing traffic gridlock, and stress local services and resources that are already at the straining point.

Major adjacent developments, most notably Playa Vista, have already taken their toll. We are losing our neighborhoods, and the quality of life we cherish is under attack. We strongly urge you to address these concerns and be our voice to significantly scale back this greedy and unreasonable project.

Thank you for your time –

Leonard and Valerie Rose Brownrigg

4220 Neosho Avenue

Los Angeles, CA 90066

(310) 391-5603

rosev611@gmail.com

Jonathan Chang <jonathan.chang@lacity.org>

Mdr project maxela

Jorge <jorgencarollo@gmail.com> Wed, Jul 12, 2017 at 4:10 PM
To: jonathan.chang@lacity.org

Hello Jonathan,

I'm writing as I'm concerned about the maxela/glencoe project. This is not a good idea. The traffic in the area is already chaotic and this will bring more headaches to the community.

Thanks
Jorge Carollo

Jonathan Chang <jonathan.chang@lacity.org>

ENV-2016-3343-EIR

Carranza, Esther <carranza@support.ucla.edu> Fri, Jul 14, 2017 at 4:18 PM
To: "jonathan.chang@lacity.org" <jonathan.chang@lacity.org>

Dear Mr. Chang,

My live in the vicinity of Paseo Marina project. My friend was given a letter and she passed the information on to me. I cannot believe what is happening to our community. This is outrageous, I have lived in this area all my life and am seeing it being taken over by money hungry corporations. The middle class and lower income families are the ones being effected. You are our voice please do not let this happen. Every other block there are high rise apartment going up, when does it stop. The middle class is disappearing and it's getting harder for the working poor to get by at all." Please listen to the people!!!!
We do not need more traffic congestion, noise, population density, and parking problems. Along with that comes more crime. I am pleading my case and I'm hoping it doesn't land on deaf ears. Please reconsider the effect another 2000 people will have on our community and our streets.

Sincerely
Esther Carranza

Jonathan Chang <jonathan.chang@lacity.org>

Marina del Rey Development

Lilly Casa <lillycasa@gmail.com> Mon, Jun 19, 2017 at 11:44 AM
To: jonathan.chang@lacity.org
Cc: Lilly Casa <LILLYCASA@gmail.com>

I wanted to express my concern over the proposed development. Where you want to build apt on Maxella and Glencoe is ludicrous. Traffic has been increasing every year, this area can by no means handle more people or traffic without on it being further in gridlock. There has been an unsurmountable amount of traffic and a build with apartments is not acceptable. We can not have a good environment with the increase of pollution, noise, traffic, and people.

I have been a resident for over 30 years and I will do everything thing I can to fight this. This is clearly a Trumpian move upon the developers and backers

Lillian Casares

Jonathan Chang <jonathan.chang@lacity.org>

Marina del Rey Development

Lilly Casa <lillycasa@gmail.com> Mon, Jul 3, 2017 at 3:32 PM
To: Jonathan.Chang@lacity.org
Cc: Lilly Casa <LILLYCASA@gmail.com>

I am a home owner in Marina del Rey and two blocks away from the proposed development. I am in awe that you are even considering to bring in 600+ apartments. As a resident, that traffic is all ready a gird lock. By adding more apartments to the now crowd area, there is no way that environmental impact report could come out positive. I strongly oppose this development in areas that is already has a dense population. It is unacceptable to have this this development ecen considered.

Me and my neighbors will fight to keep this out of our neighborhood.

Lillian Casares

Jonathan Chang <jonathan.chang@lacity.org>
to Warren

Dear Mr. Caves,

Here's the Building Permit Info for the site at 4065 Glencoe:

https://www.ladbsservices2.lacity.org/OnlineServices/PermitReport/PcisPermitDetail?id1=16044&id2=10000&id3=10595

If you have any further questions, you can contact my work line.

Thank you.

On Tue, Aug 1, 2017 at 7:44 AM, Warren Caves <wcaves@sbcglobal.net> wrote:

Jon,

I was referring to the new project at 4065 Glencoe.

Warren

From: Jonathan Chang [mailto:jonathan.chang@lacity.org]
Sent: Monday, July 31, 2017 7:58 AM

To: Warren Caves
Subject: Re: Proposed Paseo Marina Project

Good Morning,

Yes, on the City Planning website: http://planning.lacity.org/

Click on Environmental Review tab on the left, and then click on Notice of Preparation, and scroll down to Paseo Marina Project, and click on the ENV click.

Thank you.

On Sat, Jul 29, 2017 at 9:39 AM, Warren Caves <wcaves@sbcglobal.net> wrote:

Thank you Jon. Was there a Notice sent to residents within a certain distance about the project. If so, can you send to me.

Warren

From: Jonathan Chang [mailto:jonathan.chang@lacity.org]
Sent: Thursday, July 27, 2017 9:37 AM

To: Warren Caves
Subject: Re: Proposed Paseo Marina Project

Good Morning,

You can contact me directly at (213) 978-1914 regarding additional questions on the Project.

Thank you.

On Mon, Jul 24, 2017 at 8:17 AM, Warren Caves <wcaves@sbcglobal.net> wrote:

Thanks. Remember I asked you about a new project at 4065 Glencoe. It is under construction and is called Inclave and is 49 apartments, office and retail. I don't recall ever getting anything in the mail about this and I have been a property owner since 2014.

Warren Caves

From: Jonathan Chang [mailto:jonathan.chang@lacity.org]
Sent: Monday, July 24, 2017 7:40 AM

To: Warren Caves
Subject: Re: Proposed Paseo Marina Project

Dear Mr. Warren Caves,

Yes, I did receive your written comment, and have added your comment to the public record for the Project.

Thank you. Have a nice day.

On Wed, Jul 19, 2017 at 4:52 AM, Warren Caves <wcaves@sbcglobal.net> wrote:

Hello Jon,

Did you receive my written comments? I mailed on July 10. Please confirm.. Thanks.

Warren Caves

From: Jonathan Chang [mailto:jonathan.chang@lacity.org]
Sent: Tuesday, June 27, 2017 10:40 AM
To: Warren Caves
Subject: Re: Proposed Paseo Marina Project

Dear Mr. Warren Caves,

Thank you for your comments regarding the Paseo Marina Project - I will look forward to receiving your written comments

The Project will be providing 1,026 parking spaces for residential and 191 parking spaces for retail/commercial uses, for total of 1,217 spaces, which is the number of spaces required by Code (for each use type as well), explained more below.

The Los Angeles Municipal Code required parking is as follows for residential:
Studio - 1 parking space / unit
1-Bedroom unit - 1.5 parking spaces / unit
2-Bedroom unit - 2.0 parking spaces / unit

and for commercial:
Retail - 1 space per 250 square feet (sf)
Restaurant - 10 spaces per 1000 sf

I am not familiar with the site on 4065 Glencoe Ave. According to Zimas, there are no recent case numbers associated with that address.

Please let me know if you have any further questions.

Thank you.

On Mon, Jun 26, 2017 at 4:05 PM, Warren Caves <wcaves@sbcglobal.net> wrote:
Hello Jonathan,

I own a home located at 4140 Glencoe and only visit on occasion. I was there over the weekend and opened a notice from you regarding the proposed Paseo Marina Project. I see that there is an open house Public Scoping Meeting tomorrow which I am unable to attend on short notice. However, I will be submitting my written comments to the project prior to the July 18 deadline. Initially it sound like a "traffic nighmare" for an area that is already "gridlock" most of the time.

One thing that jumped out at me was the number of parking spaces for the project. Can you tell me how that breaks down for the residential and commercial uses. That sounds like it is considerable less than 2 spaces per residential unit knowing that retail and restaurants have a minimum number required.

Does the City permit a residential unit to have less than two spaces per unit? I previously owned in 4141 Glencoe and now 4140 Glencoe and all the units have 2 spaces plus guest parking. For the proposed residential units how many guest parking spaces would be provided. That is always a problem in the Marina Arts District which causes guests to park severl blocks away since most residential building only have a few guest spaces.

I would appreciate your response to this correspondence.

One final note, I noticed that the old building at 4065 Glencoe where Platinum Auto was located has been leveled. Is there something planned for this site? I don't recall receiving anything in the mail.

Warren Caves
4140 Glencoe, #602
Marina Del Ray, CA 90292
949/721-1969
wcaves@sbcglobal.net

WARREN H. CAVES

July10, 2017

RECEIVED
CITY OF LOS ANGELES
JUL 14 2017
MAJOR PROJECTS
UNIT

Mr Jon Chang
Major Projects Section
City of Los Angeles Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

Subject: Proposed Paseo Marina Project - 674,329 square feet Mixed Use Center

Project Address: 13400-13450 Maxella Ave., 4305-4363 Glencoe Avenue

Case No. : ENV-2016-3343-EIR

Dear Mr. Chang

This letter is in response to the NOTICE of EXTENSION dated June 23, 2017 which discusses a proposed development of a 674,329 square feet project referred to as Paseo Marina Mixed Use Center. I own a home located at 4140 Glencoe and initially this project sound like a "traffic nightmare" for an area that is already "gridlock" most of the time. The addition of another 600,000 sf of mixed use space in an area that already has traffic and parking problems is troublesome.

One thing that jumped out at me was the number of parking spaces for the project. The email you sent to me dated June 27, 2017 states the proposed project is in accordance with the Los Angeles Municipal Code and meets the following parking requirements:

- Studio- one space per unit
- 1 Bedroom- 1.5 spaces per unit
- 2 bedroom- two spaces per unit
- Retail-one space per 250 sf
- Restaurant- 10 spaces per 1000 sf

This is not a downtown metropolitan area like NYC or Chicago where residents often do not own a vehicle. ***A couple living in a studio or one bedroom in southern California are more likely to have two vehicles than one.*** And what about guest parking. I assume the total spaces of 1217 include only a few guest parking like most of the mid-rise condo buildings in the Marina Arts District.

I currently own at 4140 Glencoe and prior to that at 4141 Glencoe and both buildings had two spaces per unit regardless of bedrooms as well as additional spaces for guest parking. If the guest spaces are full there is a "mad scramble" on Glencoe for parking. A real problem for residents but nothing compared to the pending problem that the proposed Paseo Marina project will create for the surrounding area.

1 Barrenger Court, Newport Beach, California 92660
wcaves@sbcglobal.net, Telephone 949/721-1969, Facsimile 949721-1911

WARREN H. CAVES

Just think, ***when you deduct the required spaces for retail and restaurants it leaves 1026 spaces for 658 residential units which is an average of 1.55 spaces per residence not to mention guest parking.*** What will likely happen if this project is approved is residents will be looking for additional parking on the street, in the Pavilions Center next door or in the parking garage across the street. All of these options could result in towing since they are all private property.

If you have ever traveled anywhere near the proposed project during early morning or late afternoon commute hours you know it is a "nightmare" to get anywhere. And weekend traffic is even worse. We often go to Santa Monica for dinner and it can take over 30 minutes to travel 4 miles then it is challenging to find parking once there. ***The proposed project would only add to the "westside" traffic and parking problems that exist.***

Please acknowledge the seriousness of the parking and traffic in the area near the proposed project and as a minimum scale back the number of units and increase the parking to a realistic number.

Very truly yours,

Warren H Caves

cc: Councilman Mike Bonin

200 N. Spring Street., Room 475 City Hall, Los Angeles, CA 90012

1645 Corinth Ave., #201, Los Angeles, CA 90025

7166 W Manchester Ave, Los Angeles, CA 90045

1 Barrenger Court, Newport Beach, California 92660
wcaves@sbcglobal.net, Telephone 949/721-1969, Facsimile 949721-1911

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina(ENV-2016-3343-EIR

Business <itlpmarvista@yahoo.com> Thu, Jul 13, 2017 at 4:32 PM
To: jonathan.chang@lacity.org

Hello Mr. Chang,
I live at 4344Chase Ave.90066.
The above development project is too big for my community. There has been too much building in this area already.
Please consider scaling back this project.
Thank you,
Ann Ceely

Sent from my iPhone

Jonathan Chang <jonathan.chang@lacity.org>

RE: ENV-2016-3343-EIR - Paseo Marina

Phyllis Chavez <chavez_art@yahoo.com> Sat, Jul 15, 2017 at 9:36 AM
Reply-To: Phyllis Chavez <chavez_art@yahoo.com>
To: "Jonathan.Chang@lacity.org" <Jonathan.Chang@lacity.org>

Dear Mr. Chang,

I am deeply concerned upon hearing of the proposed Paseo Marina project.

I realize I probably will not be able to stop the project. I am asking that the project be scaled down. The proposed project area is already a busy shopping center. I feel that replacing Barnes and Noble, DSW and the AMC Classic theater with 658 Luxury apartment consisting of 3 seven story buildings and a parking garage is not in the best interests of the neighborhood and will change the character and feel of it dramatically.

The traffic implications are staggering. I see increased road congestion in a location where it is already a problem due to the other recent and continuing apartment projects. The strain and impact on our roads, sewer services, water use, our emergency services, simply stated, our existing infrastructure, is a given. The increased pollution, noise, population density deeply concerns me. I believe our quality of life will be greatly and negatively affected.

The removal of local retailers is also a great concern. A unique little "village" will be turned into a cookie cutter copy of every other new development that has come into being of late. Unique areas are disappearing at an alarming rate. Change is inevitable but it doesn't have to look like this.

I continue to hear about the necessity for more housing, especially affordable housing. This project will not aid in helping that cause. If more housing and affordable housing is a real concern, this project is not the answer.

Please share my concerns and comments with all involved with the project. If we can't stop the project, I ask that it be scaled down to a much smaller footprint and impact.

Thank you for reading my letter. Updates on the project would be appreciated.

Sincerely,
Phyllis Chavez

July 15, 2017

RECEIVED
CITY OF LOS ANGELES
JUL 24 2017
MAJOR PROJECTS
UNIT

Jon Chang
Dept. of City Planning
City of Los Angeles
200 N. Spring Street
Los Angeles, CA 90012

Re: ENV-2016-3343-EIR/Paseo Marina Project

Dear Mr. Chang,

I am deeply concerned upon hearing of the proposed Paseo Marina project.

I realize I probably will not be able to stop the project. I am asking that the project be scaled down. The proposed project area is already a busy shopping center. I feel that replacing Barnes and Noble, DSW and the AMC Classic theater with 658 Luxury apartments consisting of 3 seven story buildings and a parking garage is not in the best interests of the neighborhood and will change the character and feel of it dramatically.

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I continue to hear about the necessity for more housing, especially affordable housing. This project will not aid in helping that cause. If more housing and affordable housing is a real concern, this project is not the answer.

Please share my concerns and comments with all involved with the project. If we can't stop the project, I ask that it be scaled down to a much smaller footprint and impact.

Thank you for reading my letter. Updates on the project would be appreciated.

Sincerely,



Phyllis Chavez
2112 Ocean Park Blvd., Apt 5
Santa Monica, CA 90405

Jonathan Chang <jonathan.chang@lacity.org>

I am writing to you today regarding a very important issue

Stash Chelluck <schelluck@everyactioncustom.com> Tue, Jun 27, 2017 at 2:17 PM
Reply-To: schelluck@gmail.com
To: Jonathan.Chang@lacity.org

Dear Major Projects and Environmental Analysis Section Jon Chang,

I am writing to you in support of the proposed 658-unit mixed use development, including 66 dedicated affordable housing units, at 13450 W. Maxella Ave. I respectfully urge the LUPC to approve this project.

This project will provide much-needed housing in the greater Los Angeles region, which is facing a severe housing shortage. I believe that these housing challenges can only be addressed if everyone in the region does their part. It is especially encouraging to see the developer providing badly needed affordable units in the development as well. Los Angeles can't afford to disallow or reduce new housing, especially affordable housing, during this housing crisis.

This project is in a good location for housing. It is directly served by multiple bus lines and many neighborhood amenities such as shops and restaurants are within easy walking and cycling distance.

For these reasons, I believe this is a good project for the region and respectfully urge the city to allow the project to proceed as proposed.

Sincerely,
Stash Chelluck
9797 National Blvd Apt 28 Los Angeles, CA 90034-2758
schelluck@gmail.com

Jonathan Chang <jonathan.chang@lacity.org>

I am writing to you today regarding a very important issue

Casey Clough <caseyellenclough@everyactioncustom.com> Tue, Jun 27, 2017 at 1:59 PM
Reply-To: caseyellenclough@gmail.com
To: Jonathan.Chang@lacity.org

Dear Major Projects and Environmental Analysis Section Jon Chang,

I am writing to you in support of the proposed 658-unit mixed use development, including 66 dedicated affordable housing units, at 13450 W. Maxella Ave. I respectfully urge the LUPC to approve this project.

This project will provide much-needed housing in the greater Los Angeles region, which is facing a severe housing shortage. I believe that these housing challenges can only be addressed if everyone in the region does their part. It is especially encouraging to see the developer providing badly needed affordable units in the development as well. Los Angeles can't afford to disallow or reduce new housing, especially affordable housing, during this housing crisis.

This project is in a good location for housing. It is directly served by multiple bus lines and many neighborhood amenities such as shops and restaurants are within easy walking and cycling distance.

For these reasons, I believe this is a good project for the region and respectfully urge the city to allow the project to proceed as proposed.

Sincerely,
Casey Clough
9797 National Blvd Los Angeles, CA 90034-2758
caseyellenclough@gmail.com

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina Development (corner Glencoe and Maxella) ENV-2016-3343-EIR

Jan Cohn <janscohn@gmail.com> Sun, Jul 2, 2017 at 4:55 PM
To: Jonathan.Chang@lacity.org

Dear Mr. Chang,

I just found out about the new development planned for the corner of Glencoe and Maxella. I hope before anything is approved you and the people who are supposed to approve this project, drive around the adjacent neighborhood to see how bad traffic already is in this area. This area is already too densely populated. On top of that, the removal of the businesses in this area to be replaced by 658 apartments is unbelievable. I know there is a housing shortage in the city, but you know that these units will do nothing to help lower income families find affordable housing. The only thing this will accomplish is to overload the already overcrowded streets.

Janice Cohn
12963 Runway Rd.
Los Angeles, 90094

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JUL 19 20[illegible]
MAJOR PROJECTS
UNIT

Jon Chang 7/11/17

Re: Paseo Marina

What is proposed is beyond believe with all the new units being built at this time in the Marina Del Rey area.

New and under construction on Del Rey Ave. about 500—700-900 units to be built on Redwood and Maxella and not counting the 100s built over the last 7-10 years and the Stella wants to expand..

The Marina is adding 500 or more units and plans to replace old units with 5 story buildings as they exit the depreciation. No consideration to the cars going to Costo or the Fed X trucks that exit on Redwood or the traffic flow from the south bay area to Santa Monica in the AM & PM –lines up for blocks on the N/S streets.

Whats another 600 units @ 800 plus cars going to add to the mess--& we have no planed rail transportation to ease gthe problem.

Herbert Constine 20 year MDR –born in LA
13080 Mindanao Way #93
Marina del Ret, CA 90292

e..hconstine@verizon.net

Jonathan Chang <jonathan.chang@lacity.org>

case no. ENV-2016-3343-EIR

Helen Coyne-Hoerle <coyne-hoerle@ca.rr.com> Sat, Jun 10, 2017 at 8:52 AM
To: jonathan.chang@lacity.org

Hello Jonathan Chang, Can you please sign me up for any and all future notices regarding this case number. ENV-2016-3343-EIR. Marina del Rey.

Thank you.

Helen Coyne-Hoerle

You can direct your comments or any questions to *Jonathan.Chang@lacity.org <Jonathan.Chang@lacity.org>.* Make sure to include *case no.
ENV-2016-3343-EIR* in the subject heading of the email. Please submit all
comments by July 11, 2017, before 4pm, to ensure their inclusion in the
EIR. The scoping meeting is not the required public hearing for
Municipal Code entitlement requests; that hearing will be scheduled after
the completion of the EIR.

Kind regards,

--
[image: Logo5-web.png]

Jesús David Orozco "Chuy"

Senior Field Deputy - Del Rey & Playa Vista

Councilmember Mike Bonin

City of Los Angeles

310-568-8772 <310-568-8772> | www.11thdistrict.com

[image: Facebook Button.png] <http://www.facebook.com/MikeBoninCD11>; [image:
Twitter button.png] <http://www.twitter.com/mikebonin>;

Sign Up for Mike's Email Updates
<http://www.11thdistrict.com/sign_up>;

<http://www.11thdistrict.com/sign_up>;

Download the City of Los Angeles MyLA311 app for smartphones!

[image: Android app on Google Play] [image: Download the app on the Apple
store]
MyLA311 links Angelenos with the services and information they need to
enjoy their city, beautify their community and stay connected with their
local government. With MyLA311, City of Los Angeles

information and
services are just a few taps away.

Attachment(s) from Bob Herrera

2 of 2 File(s)

SC11WE-KMC517060913360.pdf

back pages scoping meeting.pdf

Sent from my T-Mobile 4G LTE Device

Print

Date: Tuesday, July 18, 2017 2:07 PM

From: Helen Coyne-Hoerle <coyne-hoerle@ca.rr.com>

To: PASEO MARINA LA CITY <jonathan.chang@lacity.org>

Subject: 1 of 3 emails, Case # ENV 2016-3343-EIR, PASEO MARINA

Hi, Jonathan, with the large type which I don't seem to be able to change the font for, this would not go size-wise. So I'm dividing it into maybe three emails. This email will be one of three, although I may have to amend it at the end of it takes more space. Thanks for your working with us.

I will appreciate your adding me to any and all email distribution lists which deal with the Paseo Marina project. Thank you. Also, can you please confirm that you have received this comment. If I do not hear from you by 2pm today, I will be also faxing it.

Helen Coyne-Hoerle
13210 Admiral Ave., unit F

Sent from my T-Mobile 4G LTE Device

Faxing as back up to email which is not Functioning well.

(1)

Print

Date: Tuesday, July 18, 2017 4:18 PM

From: ~~drhoerle@ca.rr.com~~ coyne-hoerle@ca.rr.com

To: jonathan.change@lcity.org

Subject: #2 from Helen Coyne-Hoerle, proposed PASEO MARINA, Case#ENV-2016-3343- EIR

To Jonathan Chang. This email is #2 of 3 from Helen Coyne-Hoerle. I am using my husband's email, drhoerle@ca.rr.com, but this is from me, Helen Coyne-Hoerle, coyne-hoerle@ca.rr.com

Re: Case # ENV 2016-3343-EIR, PASEO MARINA
I am writing to express my concerns and indicate which areas I believe should be studied in the environmental impact report regarding the proposed Paseo Marina project at Maxella and Glencoe in Marina del Rey.

At 658 units the project is far too large and will have a terrible impact on the area in many ways:

Increased Traffic and congestion - the area is already cramped and crowded. Existing traffic studies need to be current, not one or two years old as there has been so much new construction in the last 3 years. Older studies are inadequate to show and predict the state of traffic in the area. Many many projects have come online in the last several years, 220 units at Stella Apartments after which the traffic on Mindanao seems to increase dramatically. Of course the building at Playa Vista and many other smaller buildings in the area have contributed to the greatly increased traffic load recently.

See partial list below of projects following:

Marina Del Rey Projects

1. Proposed Project in Del Rey: 11612 W Culver Boulevard, 90230

Construction of a five-story mixed-use building.
47 rental units and 1,700 square feet of ground level commercial space.
62 Parking spaces and 66 Bicycle stalls on a 12,740 square foot site in the C2-1 zone.

2. AMLI Marina Del Rey: A new apartment development by AMLI Residential

Construction of a Five Story building. 505 apartment units.
Six buildings up to 5 stories and 70' high

New 241 boat slip marina

New 1,271-Parking space garage

3. 4040 S. Del Rey Avenue: Seven-story apartment building by California Landmark Group.

Construction of seven story apartment building. 250 Units.

4. Neptune Marina: A new apartment development by Legacy Partners on Marquesas Way, Marina Del Rey.

Construction of a five-story apartment building. 526 Units.

(2)

5. Proposed Stella Apartment Expansion: Addition of 65 units on Maxella Avenue.

Construction of 65 units on what is now a dog park for the Stella Apartment building.

6. X67 Lofts: 4140 Glencoe Avenue, Marina Del Rey by ETCO Homes

Currently under construction.
67 Condominium Units ranging in size from 1050 to 1851 square feet.

7. Trader Joes / West Marine Boating Supply Store / Updated Yacht Club/Mix of other retailers:

Part of the 8 acre, U-shaped site on Admiralty Way between Mindanao and Bali Ways.

Plans submitted by Pacific Marina Ventures,LLC
83,253 square feet
The plan includes parking spaces for at least 462 cars and 100 bikes.
Pier 44 will set aside another 8,000 square feet for waterfront restaurants and pedestrian promenade.

Additional waterfront that's 28 feet wide.

A new location for boating supplies retailer West Marina

A new home for the South Corinthian Yacht Club

Dept. of Regional Planning acknowledged that traffic at seven intersections - including along Lincoln Blvd. and as far away as Venice Blvd - could be significantly impacted during the evening rush hour, adding that "no feasible mitigation measures exist to reduce these impacts.

8. Proposed Marriott Residence Inn Hotel on northern portion of Parcel 9U, wetland park on southern portion

Proposed dual building hotel
6-story, 72'-high Marriott Residence Inn
5-story, 61'-high Courtyard Marriott.
New promenade improvements, restaurants and amenities.
Wetland public park project

Project will break ground on Via Marina as early as Summer

9. Marina Del Rey Hotel on Anchorage

Demolition of a 349-slip marina and construction of a 277-slip marina.

Massing -- Parking--163 spaces for boaters

BOS (Building of Safety, Los Angeles County) approved bifurcation of Parcels 42 and 43 into separate leaseholds. Parcel 43 lessee has extended the option agreement for six months to have enough time to procure building permits from DPW. Lessee exercised its option to expand the lease term.

Dock replacement will be phased during a 5-year period beginning in 2015

10. Fisherman's Village / Gold Coast

Nine mixed use hotel/visitor-serving commercial/retail structures (8) 1- and 2-story and (1) 60'- tall hotel over ground floor retail/ restaurant parking structure with view corridor

132-room hotel

65,700 square foot restaurant/retail space

(3)

30-slip new marina

28 foot-wide waterfront promenade

Parking -- On-site Parking includes all project required Parking, Parking for Parcel 61 lessee (Whiskey Reds).

11. Mariners Village

Complete leasehold refurbishment of 981 apartments

Retail space increase from 2,070 s.f. to 9,000 s.f.

New 92-slip anchorage will be constructed

New 28 foot-wide pedestrian promenade and public amenities

12. Villa del Mar

Complete leasehold refurbishment of 198 apartments

Existing 209-slip anchorage will be renovated commencing no later than 2029

Four existing buildings up to 3 stories high.

Improved pedestrian promenade and public amenities will be renovated.

Parking -- Existing open air Parking and Parking structure will be renovated. Total Parking provided on site is 572 spaces.

13. Mariners Bay

Complete leasehold refurbishment of 379 apartments
Seven buildings up to 3 stories high

Parking -- Existing subterranean Parking structure contains 947 Parking spaces.

New bicycle depot for public use

Improvements to existing promenade and dock gates and public amenities

Replacement of existing docks within 6 months of completed of landside renovation

14. Pier 44/Pacific Marina Venture

Build 5 new visitor serving commercial and dry storage buildings

Four new visitor serving commercial buildings, maximum 36' tall and one dry stack storage building, 65' tall. 771.5 lineal feet view corridor proposed.

82,652 s.f. visitor serving commercial space

141 slips + 5 end ties and 57 dry storage spaces

Parking -- 381 at grade Parking spaces will be provided with shared Parking agreement (402 Parking spaces required)

15. Boat Central / Pacific Marina Development

345-vessel dry stack storage facility* 30-vessel mast up storage space* 5,300 s.f. County Boatwright facility

(4)

81.5' high boat storage building partially over water.

Parking with view corridor parking. All parking required of the project to be located on site

The waterside portion of the project was approved by the Coastal Commission on January 9, 2015.

16. The Boatyard

New 921 s.f. ADA Restroom

New 3,916 s.f. carport with 14 garage spaces and boater storage

Leasehold refurbishment, including new landscaping, hardscape, and waterside walkway

One 38' tall commercial warehouse building and 15' tall office buildings. New carport storage and office buildings will be 15' tall

Parking -- Parking proposed is 147 spaces. The code requires 134 spaces for this use

17. Venice Dual Force Main Project

The new parallel system will operate in conjunction with the existing 48-inch force main. With the systems working together, sewage flow from the Venice Pumping Plant can be conveyed to the Hyperion Water Reclamation Plant in Playa del Rey using either or both force mains. The project will also replace backup generators of the Venice Pumping Plant.

The sewer will originate at the Venice Pumping Plant located on Hurricane Street and cross Grand Canal, travel east to Marquesas Way, then south along Via Marina crossing the Marina del Rey and Ballona Creek Channels to meet an existing Coastal Interceptor Sewer on Vista del Mar near Waterview Street.

The Final Environmental Impact Report has been adopted. A micro-tunneling construction method will be used along the alignment to reduce construction impacts. The only exception is the southern-most 1,000 feet of the sewer which will be constructed by open trenching.
Project Timing The project will start in early Spring 2017 and be complete by Summer 2020.

Expected construction hours areMonday through Saturday from7:00 a.m. to 7:00 p.m. inmost areas. Night work, if required, will be from7:00 p.m. to 7:00 a.m. with advance notice.

Traffic will be affected.

There will be a #3 email comment from me, owing to email difficulties. Thank you for your patience.

Helen Coyne-Hoerle
13210 Admiral Ave., unit F,
Marina del Rey, CA 90292
coyne-hoerle@ca.rr.com

Please add me to all email distribution lists for Paseo Marina. Thank you.

5

Print

Date: Tuesday, July 18, 2017 5:12 PM

From: [redacted] coyne-hoerle@ca.rr.com

To: Jonathan.Chang@lacity.org

Subject: #3 of 3 emails for Case # ENV 2016-33343-EIR, PASEO MARINA

Continuation #3 of 3 emails to Jonathan Chang from Helen Coyne-Hoerle, using husband's email as mine not functioning.

POWER GRID Up until I mentioned the issue of the grid at a previous meeting the developers had no idea that it was a problem. I have also called DWP for my personal history of power outages. When we moved here 10 years ago there were one or two power outages a year. In the last 2 years, since Stella (220 apartments) and other developments have come on board, the number of outages is up to 7 a year and climbing. This puts all of our electronic equipment, computers, refrigerators, etc. at risk. Most folks cannot afford a whole house surge protector. The developers, as yet, have no plan for this.

TRAFFIC Traffic study should include traffic from Admiralty Way (County controlled) to Lincoln) (county and city), Freeway 90 (the State) and the streets to the East and North, Mindanao, Glencoe, Maxella, Redwood (where folks go when they can't turn L onto Glencoe from Mindanao for 3 traffic lights). All lights need to be synchronized. I now cannot get out of my condo area on La Villa Marina without crawling past the 2 E-W lanes where people can turn right onto the 90 and into the middle/3d lane to go straight ahead. The traffic turning from Glencoe onto Maxella backs up for 2 or 3 traffic lights at all times of the day. Many people go on to Redwood and turn L to get to Washington, but that street is small at Washington and Culver City will not agree to improvements at the intersection. Because of the traffic from Centinela which is stopped at 2 stop signs before reaching Glencoe, it dribbles into Mindanao past Glencoe and prevents L turn lane for a substantial portion of the light. Same for pedestrians crossing the south crosswalk on the 90 preventing right turning cars from completing their turns onto the 90.

CULTURAL RESOURCES The loss of 75% of the retail stores that are there now is a concern for most of us. It's great to be able to shop and walk now, or park now. The current proposal to have to paseos/paths wandering through the buildings is not appealing to most who live in the area. One suggestion has been to instead put a park at the Barnes & Noble end of the property.

SIZE This project should be reduced in size to 200 units with 25% affordable housing included. We need affordable housing in the city. This would of course significantly decrease the height of the buildings and greatly reduce the traffic impact on our community, as well as decrease the impact on the grid.

Thank you for the opportunity to comment. I look forward to the studies which will be published as part of the Environmental Impact Report.

Helen Coyne-Hoerle
Attorney-at-law, retired
Villa Antibes Homeowners Association, Secretary
(These views are not necessarily those of the homeowners association).

Comments on Notice of Preparation of EIR for Paseo Marina
Case No.: ENV-2016-3343-EIR

From: Dr. Nathan Crawford
4215 Glencoe Ave, Unit 415
Los Angeles, CA 90292

To: Jon Chang
Major Projects Section
City of LA Dept. of City Planning
200 N. Spring St., Room 750
Los Angeles, CA 90012

Under Aesthetics (Checklist I.a.), why has the initial scoping document not mentioned the panoramic views of the Ballona wetlands and LMU campus bluffs? The Paseo Marina project, at its current height, would completely block them from several buildings, changing the line of sight distance from many miles to a few hundred feet.

Under Population and Housing (Checklist XIII.a.), the document asserts that since the project will directly increase population at a specific percentage of expected growth in the population of Los Angeles, there is less than significant impact. There is no explanation of what percentage *would* be significant. There is also no explanation of why the entire City of LA is taken as the relevant area rather than a neighborhood, census tract, zip code, or other localized region. What is the estimate of population and housing growth for the relevant local area, how and when was that determined, and how have housing developments built since then already contributed to this growth? Will this project push past expectations when other in-progress projects are also occupied? This could have a significant impact and needs to be investigated in the EIR.

Also under XIII.a, why is there no mention of the employment impacts of the 100,781 sq.ft. of commercial space that will be removed by this project?

In Checklist section XIV, a. (Fire), b. (Police), d. (Parks), and e. (Other public facilities), there is no mention of nearby LA County facilities. How will the occupants of this project affect (a.) the LA County Fire Dept. Station 110, (b.) the LA Sheriff's Department Marina del Rey Station, (d.) Burton Chace Park, and (e.) the Lloyd Taber-Marina del Rey Library?

In XVI (Transportation/Traffic) a, as Mindanao/Glencoe is a major alternate route between Route 90 and Washington Blvd (bypassing the heavily congested Lincoln Ave), will the effects of added congestion at the Glencoe/Washington intersection been examined in coordination with Culver City authorities? Will Glencoe need to be widened to four lanes to handle the extra traffic to Washington?

Similarly, what are the project's effects on traffic congestion (and associated noise and air pollution) on the other neighboring jurisdictions (LA County: the Marina and sections of Lincoln Blvd; CA state: route 90)?

When was the last time local traffic levels determined to be within acceptable limits? Since then, how many residential units have been added?

Section XIX.b reuses the analysis in XIII.a to claim that the project's incremental contribution to potential cumulative impacts would not be cumulatively considerable. As that analysis examines the project's contribution to the City of LA as a whole, rather than normalized to the effects on the local area, it is misleadingly irrelevant. Once the analysis is redone properly, what will the impacts of the cumulative population and housing changes be to the local environment?

Will the additional population and traffic effects be included from these nearby additions that are planned or already under construction?

- AMLI Marina Del Rey: 585 residential units, 241 boat slips, 1271 parking spaces.
- 4040 S. Del Rey Ave: 250 residential units.
- Neptune Marina: 526 residential units.
- Stella Apartment Expansion: 65 residential units.
- 4140 Glencoe Ave: 67 residential units.

As an eight-year resident of the neighborhood, I have seen (and benefitted from!) the gradual change from light industry to high-density housing. I do not stand against adding more residential units, especially if they include a significant number of truly affordable homes. I am, however, *extremely* concerned that local development is outpacing the ability of local transportation and public services to cope. It is absolutely critical that a thorough investigation of the impacts of the Paseo Marina project be done, including the points I raised above. That this project requires the land to be re-zoned should be an additional indication to proceed cautiously.

Thank you for taking these comments into consideration.

Sincerely,
Dr. Nathan Crawford

Jonathan Chang <jonathan.chang@lacity.org>

ENV-2063343-EIR

Marshall Croddy <Marshall@crf-usa.org> Mon, Jul 17, 2017 at 2:51 PM
To: "Jonathan.Chang@lacity.org" <Jonathan.Chang@lacity.org>

Dear Mr. Chang,

As a resident at 4241 Neosho Ave. Los Angeles, 90066, I am extremely opposed to the Paseo Marina development proposed to create 658 new luxury apartments in three seven-story buildings and reduce drastically the amount of retail options for the surrounding neighborhoods. In my view, such a development will very negatively affect the quality of life in our communities.

In particular, I am concerned on the impact this will have on traffic congestion, pollution, and water conversation. The current traffic grid is already overwhelmed including Lincoln Blvd. in both directions, Maxella, Glencoe, and the surrounding streets. There already numerous condo and apartment complexes existing or going in in the immediate area and traffic, exacerbated by the overdevelopment in Santa Monica and Playa Vista is creating grid lock on Washington Blvd, Mindanao near the 90 freeway access, and parts of Venice. Moreover, this development does nothing to address the need for low cost housing and is not located near any major public transportation.

Please make sure that these concerns are thoroughly addressed in the Environmental Impact Report.

Sincerely,

Marshall Croddy

Jonathan Chang <jonathan.chang@lacity.org>

I am writing to you today regarding a very important issue

John DeGolyer <John@everyactioncustom.com> Mon, Jul 24, 2017 at 4:05 PM
Reply-To: John@sailsolar.com
To: Jonathan.Chang@lacity.org

Dear Major Projects and Environmental Analysis Section Jon Chang,

PLEASE STOP the proposed 658-unit mixed use development, including 66 dedicated affordable housing units, at 13450 W. Maxella Ave. I respectfully urge the LUPC to approve this project.

This is a Terrible UGLY project. Adding Hundreds of units on top of the unplanned and unsupported thousands of units that have been heaped upon Marina Del Rey.

There was agreement over ten years ago about the density in this area which has already been exceeded.

This development does not follow the neighborhood plan which designates work / live units in the same development and so VIOLATES the Neighborhood plan.

Already the beauty that was the Marina is under siege. This project only puts the nail in the coffin

PLEASE PLEASE We have had enough unplanned development in our neighborhood.

All this will do is to add more over-priced housing to an already dense Neighborhood.

Sincerely,
John DeGolyer
12141 Louise Ave Los Angeles, CA 90066-5813
John@sailsolar.com

Response to ENV-2016-3343-EIR - Marina del Rey Paseo Marina

Tim Deslippe <deslipt@yahoo.com> Mon, Jul 17, 2017 at 9:37 PM
To: "Jonathan.Chang@lacity.org" <Jonathan.Chang@lacity.org>

Dear Council Members,

Concerning the Paseo Marina proposed project, you can either take the 'Google Approach' or simply follow Spock's logical approach.

Google simply follows their corporate edict of "Do no evil". That's all that we ask of our council that is representing the current stakeholders. BTW – Every single resident, neighbor and stakeholder including myself has the same viewpoint of this proposed project – it's evil.

Think about Spock's approach in the Wrath of Khan – "The needs of many outweigh the needs of a few". I think we can all clearly see this utilitarian approach is applicable in looking at this project. While you may find expensive housing for yet another thousand people, you are severely lowering the standard of living and making this area absolutely unlivable for the many thousands of people that already live here. Do you believe anyone in this neighborhood wants to add more condos, people and vehicles? Make their drive around this area even worse. Adding ~1300 vehicles into the immediate area is asinine. How do they even get out of Marina del Rey? Lincoln is already a 15 minute drive in both directions from the 90 FWY to Washington (ie: this immediate project area). It's the worst and slowest area along Lincoln (Hwy 1) for the full stretch in Southern California! My grandmother can easily walk faster down that stretch than drive it.

Since it's so congested, all are looking for a shortcut and the immediate area around this plaza is already affected. Instead of Lincoln, people head to Glencoe or Redwood to transit Northbound ie: Immediately into this project area and immediately into the residential areas that already exist. Already there is 20 cars attempting to make a left turn onto Glencoe from Mindanao in every rush hour. Since nobody wants to wait, there is vehicles dangerously making U-Turns on Glencoe and Mindanao to by-pass the left turn wait. How is 1300 more cars heading immediately into this zone going to make things better? There is no traffic abatement, signaling or road bumps that will make this work. Making easier access by building a left turn light only encourages more people to use this road as a Hwy 1 by-pass. Putting more high density housing in this area will make it unbearable.

We've all seen adverse traffic affects from the thousands of units along Glencoe once it was rezoned for residential. All completed without one street improvement. Every intersection in now jammed in rush hour. Stop the madness!

Tim & Patricia Deslippe

13080 Mindanao Way, Unit 83

Marina del Rey, CA

Jonathan Chang <jonathan.chang@lacity.org>

marina Del Rey Apt

dona diCarlo <ddicarlo90291@yahoo.com> Wed, Jul 12, 2017 at 6:31 PM
Reply-To: dona diCarlo <ddicarlo90291@yahoo.com>
To: Jonathan.Chang@lacity.org

I just heard about this huge undertaking of apts on Glencoe and Maxella Ave=
. fell like I am gonna have to move away from here. I can not take any mo=
re people in this area. There are so many people already
all of these idea are Bonins sell off of Venice and other properties tp sho=
ve as many people in here as possible. It will no longer be disagreeable. I=
t is already a nightmare. Now there will be no shopping mall to go to nothi=
ng to service the people.The freeway can not handle the traffic this is not=
thought out.. Please check on Mike Bonins Ideas. he sold Venice out trying=
to move all the homeless here.

dona diCarlo
Venice, California

"No matter where you go there you are "
Buckaroo Bonzai

View my sculpture here
http://www.youtube.com/watch?v=FhQbbB9x6kw

Paseo Marina

Diehl, Jann <JDiehl@loweenterprises.com> Mon, Jul 17, 2017 at 9:36 AM
To: "Jonathan.Chang@lacity.org" <Jonathan.Chang@lacity.org>

I am a longtime resident of Marina del Rey. We've seen a lot of changes to the area over recent years, some for the better and some just inevitable. We are now getting to the point where our growth threatens to overwhelm our infrastructure. Traffic is increasingly heavy, with intersections backed up for blocks on streets like Mindanao and Glencoe, that just a few years ago were fairly lightly traveled. When considering the density for Paseo Marina it's important to factor in the impact not just of this project but of others planned in and around the area that haven't been brought forward for approval yet.

In addition, our electrical grid is already stressed to its limits. We have frequent outages. Some brief, some lasting for hours. Several years ago we had an outage that lasted for three days during a heatwave, due to air conditioner use. It was explained that most of the residences in the Marina didn't include air conditioning when originally constructed as it wasn't deemed necessary. Over the years, owners have included air conditioning in their home improvements which taxes the grid to its capacity (or beyond) on hot days. Is the electrical grid going to be improved to accommodate all these new users?

I'm not opposed to development and progress, but appreciate the city and the developers fully considering the potential effects of their plans before proceeding with such a large project. We need to be smart about our growth and protect the character of the Marina community as best we can.

Thank you.

Jonathan Chang <jonathan.chang@lacity.org>

Keep the Marina

Jolene Doucette <thelittlegardenpreschool@gmail.com> Sun, Jul 2, 2017 at 8:32 PM
To: Jonathan.Chang@lacity.org

We don't need anymore housing in MDR!!!! I love shopping at DSW, Barnes and Noble, and the surrounding shops! Do not allow more building in this area!!!!
Thank you,

Mrs. Jolene Doucette

Jonathan Chang <jonathan.chang@lacity.org>

Marina marketplace

Roni Dressel <ronidressel6@gmail.com> Tue, Jul 4, 2017 at 11:12 AM
To: Jonathan.Chang@lacity.org

Again, another way for investors and developers to cash in at the expense of local residents! Has any environmental and traffic studies been done to measure the impact this proposed project in Marina Del Rey will have on the area? Our whole neighborhood is suffering constant gridlock now, we certainly don't need any more. Marina market place is fine the way it is. I'm sure all these people wanting to build MORE apartments in this community certainly don't live or work here. NO MORE! Build somewhere else . We can't take any more congestion!
Veronica Dressel
ronidressel6@gmail.com

Sent from my iPad

Jonathan Chang <jonathan.chang@lacity.org>

Paseo marina

Chris Dreyer <christofer.dreyer@gmail.com> Fri, Jul 14, 2017 at 10:40 PM
To: jonathan.chang@lacity.org

Hello Jonathan,

I'm just curious to know if you're receiving a significant amount of feedback and what the most consistent themes appear to be. I myself submitted feedback during the open house style meeting.

Thank you,

Chris

Sent from my mobile device

Jon Chang
Major Projects Section
City of Los Angeles Department of City Planning
200 N. Spring Street, Room 750
Los Angeles Ca 90292 July 6, 2017

Re: Coastal Development Project, environmental impact.

Dear Mr. Chang:

My family and I live in Villa Velletri, the residential complex that borders on Glencoe between Mindanao and Maxella. I am sure I am echoing the sentiments that have already been expressed to you by scores of other residents in this complex, that the proposed Coastal Development project is a highly offensive plan that will have disastrous effects, on all the factors that it is claimed will be addressed by the environmental review. This includes aesthetics, air quality, emissions, noise, public services, transportation and traffic. Those of us who live in Villa Velletri have chosen to live here because of the park- like atmosphere of the complex, lush trees all around with only low rise, at most two-story homes, all within easy walking distance to a mall -- a mall which, again, has only low rise buildings in it, and multiple stores and services – restaurants, movie theatre, post office, banks , book store, super-market, cafes and more – all easily accessible and affordable for middle-income families. We could not have a better deal!! A quiet, pleasant and safe green oasis and greatly reduced dependence on a car for taking care of many if not most of our household and recreation needs.

How then could we possibly welcome the construction of a 7 -story building, residential and commercial, smack in the middle of the mall, with underground parking no less, such as will require destruction of existing businesses; render it impossible or unpleasant for any businesses that are still standing to conduct their business; greatly increase traffic and emissions; bring about incredible noise and air pollution along with the large machines ,trucks, and cranes of construction; and completely discourage and/or make it impossible to navigate the mall, and certainly, to frequent our favorite places currently operating there. We will lose our wonderful Indian restaurant (one of the extremely rare quiet restaurants in L.A) and the Doma restaurant that was only recently re-built to replace Panini's; and will certainly have to think twice about braving this adverse atmosphere to eat at the fabulous Nichols. The traffic on Glencoe and neighboring side streets like Redwood will be greatly increased, once the residents move into the seven story building and need to drive to their homes, no matter that once there, they can park underground.

The entire Glencoe street between Alla and Maxella has no buildings more than two stories high, creating the relatively peaceful (for L.A,) and lush green quality of the neighborhood. All of this will be destroyed by the construction of an unsightly 7 story building blocking the view. Who benefits from this monstrosity? the developers, and the higher income people who can afford it, and who will be provided with fancy higher class stores , that will not be attractive or affordable to the people currently living in the area. Many of the residents in our neighborhood have lived here for the thirty odd years that Villa Velletri has been in existence. Thus, there are many older people here – for whom the noise

and pollution (air quality , emissions) will be especially dangerous . We will lose our post office, and other services and stores for which the easy accessibility has been important especially for older residents. The cross walk between the east and west side of Glencoe is already treacherous, because of the traffic that tends to go by without respecting the rights of pedestrians. That street will become all the more dangerous to navigate with the influx of so many more cars as people leave and return to their homes in the proposed building and/or come to frequent the high end stores.

All of Redwood north of Maxella is filled up now with high rise apartments and lofts. Enough already! Leave our area alone. Please stop the increase and spread of congestion, noise, traffic and unhealthy air, that construction of this building will create, along with the huge increase in the number of residents and cars that will be going in and out of this small plot of land.

Rita Eagle
4351 Redwood Avenue #1
Marina Del Rey, CA 90292

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina MDR

Tina Eavers <tina.eavers@engelvoelkers.com> Sun, Jun 11, 2017 at 10:14 AM
To: jonathan.chang@lacity.org

I am against this development

Tina Eavers
International Real Estate Advisor

ENGEL & VÖLKERS • Beverly Hills
340-B North Camden Drive
Beverly Hills, CA 90210
USA

Phone: +1 (310) 777-7510
Fax: +1 (310) 777-7517
Mobile: +1 (310) 266-0947
Internet: TinaEavers.evusa.com
Mailto: Tina.Eavers@evusa.com

This e-mail and any attachments are confidential. If you are not the intended recipient of this e-mail, please immedi- ately delete its contents and notify us. This e-mail was checked for virus contamination before being sent - nevertheless, it is advisable to check for any contamination occurring during transmission. We cannot accept any liability for virus contamination.

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina

sarma eglitis <sarmaeglitis4@gmail.com> Wed, Jul 12, 2017 at 1:19 PM
To: jonathan.chang@lacity.org

I saw your proposed project. Our neighborhood has added so many new housing developments over the years. The new project will add too much traffic. Lincoln is already backed up all times of the day. I am against this project.
Sincerely,
Sarma Eglitis
Homeowner in Mar Vista

Jonathan Chang <jonathan.chang@lacity.org>

High rise development - Paso MarinA

Ann Ellenson <aellen1191@aol.com> Sun, Jul 16, 2017 at 8:15 PM
To: Jonathan.CHang@lacity.org

I live at 4338 Redwood Avenue, Marina Del Rey CA I am very concerned about the proposed building three 7 story buildings on Maxella Ave. This will have very negative impact not only on my life on Redwood Ave but the entire surrounding community as well.

The report to study the impact of this on our community must include the following:

1. The CUMULATIVE effect on traffic congestion, intra structure, and the environment of ALL the high density housing that is being built in the area. This should include the sprawling residential development on Mothers Beach and the waterfront development of 585 units at Vla Marna and Panay Way.
2. A study of the amount of vacant rental units in the area. Please include the newly built condos on Redwood Ave.
3. The air quality of residents living in the apartments that will be built on Maxella Ave. Will the fact that the buildings will be built much closer to the street and th increase in traffic result in special filtering of the air system in these proposed buildings that is now being done in other high density areas?

I trust that you and your department will fulfill your responsibility by included all the above items in the proposed scoping study.

Thank you

Ann Ellenson
aellen1191@aol.com

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina Development (corner Glencoe and Maxella) ENV-2016-3343-EIR

LAWRENCE ENGLER <engler8129@sbcglobal.net> Mon, Jul 3, 2017 at 6:14 AM
Reply-To: LAWRENCE ENGLER <engler8129@sbcglobal.net>
To: "Jonathan.Chang@lacity.org" <Jonathan.Chang@lacity.org>

Dear Sir,
I am completely against this development. This area of the city can no longer continue to stuff this much development/ people into our small area. Traffic is already impossible and now with the Vision Zero and Road Diets no one will be able to get anywhere.As traffic stands, at 4 pm it takes over an hour to go 7 miles. I use this market place constantly and object to it being taken out to put in more high rise living. At some point we just need to stop the over development of the area. There are plenty of other places in Los Angeles to develop.... please send developers to all the points along the Expo/Blue/Green lines so that people have transportation.
Fiona Engler
8129 Regis Way
Los Angeles

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina Written Comments

Stanley Epstein <staneps27@gmail.com> Mon, Jul 17, 2017 at 3:28 PM
To: Jonathan.Chang@lacity.org

Renata Epstein

13210 Fiji Way, Unit G

Marina Del Rey, CA 90292

Telephone (310) 301-6622

July 17, 2017

To: Jon Chang by fax to: (213) 978-1343 and by E-Mail to: jonathan.Chang@lacity.org

From: Renata Epstein

Re: Paseo Marina; Case No.: ENV-2016-3343-EIR; Project Location: 13400-13450 Maxella Avenue, 4305-4363 Glencoe Avenue, Los Angeles, CA 90292; Community Planning Area: Palms-Mar Vista-Del Rey; Council District: 11-Honorable Mike Bonin

Dear Mr. Chang:

I would like to add to the comments submitted by my husband the following:

In addition to the increasingly intolerable vehicular traffic we have experienced in Marina Del Rey:

1.There has been an increasing amount of power failure.

2.The U.S. Post Office is very conveniently located and it would be an additional inconvenience to lose it.

Among the list of environmental issues and impacts listed on your Written Comments Form, allowing ongoing development in an already over developed area would adversely affect:

1.Air quality; 2.Land use and planning; 3. Noise; 4.Population and Housing; 5.TRraffic/Transportation; 6. Utilities/Service Systems.

Please do not allow it to get worse than it has already has gotten, and will continue to get when the hundreds of units presently under construction will be completed.

Thank you.

Yours truly,

Renata Epstein
13210 Fiji Way, Unit G
Marina Del Rey, CA 90292
Telephone (310) 301-6622

July 17, 2017

To: Jon Chang by fax to: (213) 978-1343 and by E-Mail to: jonathan.Chang@lacity.org
From: Renata Epstein

Re: Paseo Marina; Case No.: ENV-2016-3343-EIR; Project Location: 13400-13450 Maxella Avenue, 4305-4363 Glencoe Avenue, Los Angeles, CA 90292; Community Planning Area: Palms-Mar Vista-Del Rey; Council District: 11-Honorable Mike Bonin

Dear Mr. Chang:

I would like to add to the comments submitted by my husband the following:

In addition to the increasingly intolerable vehicular traffic we have experienced in Marina Del Rey:

1.There has been an increasing amount of power failure.

2.The U.S. Post Office is very conveniently located and it would be an additional inconvenience to lose it.

Among the list of environmental issues and impacts listed on your Written Comments Form, allowing ongoing development in an already over developed area would adversely affect:

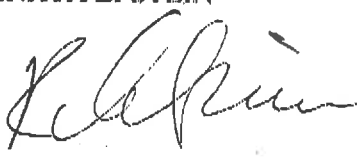
1.Air quality; 2.Land use and planning; 3. Noise; 4.Population and Housing; 5.TRraffic/Transportation; 6. Utilities/Service Systems.

Please do not allow it to get worse than it has already has gotten, and will continue to get when the hundreds of units presently under construction will be completed.

Thank you.

Yours truly,

RENATA EPSTEIN



Jonathan Chang <jonathan.chang@lacity.org>

Fwd: Case : Env-206- 3343

Rich Epstein <semfanrich@ca.rr.com> Mon, Jul 17, 2017 at 6:26 PM
To: jonathan.chang@lacity.org

>
>>
>>
>> To : city of L A Planning Commission.
>> John Chang
>> Major Projects Section
>>
>> Re: Case number: env-206-3343
>> Area : Palms - Mar Vista - Del Rey
>>
>> Dear Mr . Chang
>>
>> Unfortunately, the proposed mix use project referenced above as envisioned will be a major detriment to the immediate and surrounding area .
>> The proposed density for this project at Villa Marina is now being added onto an already
>> rapidly expanding density footprint in the "Marina Lofts " sub market on Redwood, Glencoe and Del Rey Aves.
>>
>> Along with Current Additional increases to the density along the Marina Basins adjacent to Panay and Marquess Ways , which will bring the traffic , fire , police and health services to a critical breaking point .
>>
>> There is no mechanism that can alleviate the crunching blow to our infrastructure that the planned increases of residential units to our neighborhood by this proposed development will bring.
>>
>> Additionally, the current commercial center gives our area a sense of neighborhood that will be forever gone , once this project breaks ground .
>>
>> I request that you and your staff please do further studies of the negative impact due to this proposed project:
>> 1) air quality
>> 2) geology/ soil and water table
>> 3) cultural and neighborhod:
>> Closure of bookstores
>> Coffee shops
>> Restaurants
>> UPS Store
>> 4) environmental and greenhouse gases
>> 5) aesthetics
>> 6) land use planning
>> 7) noise
>> 8) utilities and services.
>>
>> I thank you in advance for your consideration
>> of the above comments.
>>
>> Thank you ,
>> Richard Epstein
>> Marina Del Rey

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina

Stanley Epstein <staneps27@gmail.com> Mon, Jul 17, 2017 at 10:53 AM
To: Jonathan.Chang@lacity.org

Stanley O. Epstein

Attorney at Law

13210 Fiji Way, Unit G

Marina Del Rey, CA 90292

Telephone (310) 301-6622; FAX: (310) 745-0289

E-Mail: staneps27@gmail.com

July 17, 2017

To: Jon Chang by fax to: (213) 978-1343 and by E-Mail to: jonathan.Chang@lacity.org

From: Stanley O. Epstein

Re: Paseo Marina; Case No.: ENV-2016-3343-EIR; Project Location: 13400-13450 Maxella

Dear Mr. Chang: Please, no more ruining what was once, and can still be, a great place to live.

I have lived in and around Marina Del Rey for in excess of 40 years and my wife and I have lived in the Villa Marina Townhouse complex for the past 22 years.

You need only drive around Marina Del Rey (the "Marina") and environs to discover:

1. Traffic has become bumper to bumper, most of the time;

2. The amount of residential construction that has taken place over the past five years has added hundreds of units and an intolerable amount of additional cars that has added to the amount of time that it takes to get from point A to point B anywhere in the Marina;

3. Ever more frequently, the local small industrial buildings on Glencoe, Redwood, Beach or contiguous streets are getting torn down to be replaced with apartment houses or condominiums by the hundreds. Each unit has added a minimum of one car and, in most cases, two cars;

4. Each street running off of Via Marina is in the process of constructing literally hundreds of residential units with one or two cars that will be added to the already intolerable traffic.

Naturally, nothing can be done to eliminate those hundreds of units already under construction. But, to use a worn out phrase, "Enough is enough". This includes the contemplated development that will be known as Paseo Marina, if approved.

Thank you for your anticipated courtesy and cooperation in this matter.

Yours truly,

STANLEY O. EPSTEIN

Stanley O. Epstein
Attorney at Law
13210 Fiji Way, Unit G
Marina Del Rey, CA 90292
Telephone (310) 301-6622; FAX: (310) 745-0289
E-Mail: staneps27@gmail.com

July 17, 2017

To: Jon Chang by fax to: (213) 978-1343 and by E-Mail to: jonathan.Chang@lacity.org
From: Stanley O. Epstein

Re: Paseo Marina; Case No.: ENV-2016-3343-EIR; Project Location: 13400-13450 Maxella

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Thank you for your anticipated courtesy and cooperation in this matter.

Yours truly,

STANLEY O. EPSTEIN

Jonathan Chang <jonathan.chang@lacity.org>

COMMENTS ON CASE NO: ENV-2016-3343-EIR PASEO MARINA

S E <sperwin98@gmail.com> Sat, Jul 15, 2017 at 4:42 PM
To: Jonathan.Chang@lacity.org

This email is being sent pursuant to a letter from the City of Los Angeles dated June 23, 2017 entitled NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT AND PUBLIC SCOPING MEETING

CASE NO: ENV-2016-3343-EIR
PROJECT NAME: Paseo Marina
PROJECT APPLICANT: Sares-Regis Group
PROJECT ADDRESS: 13400 - 13450 Maxella Avenue, 4305 - 4363 Glencoe Avenue, Los Angeles, California, 90292
COMMUNITY PLANNING AREA: Palms - Mar Vista - Del Rey

My Comments

I have been an owner at Cove, a high rise building on Marina Pointe Dr since 2006 and frequently go to the stores up Maxella, both those directly off of Maxella Ave., including the new stores on the North side of Maxella as well as those stores on the South side of Maxella that will be demolished as a result of this project.

I am generally pro-growth on projects that would improve and be consistent with the thoughtful and orderly development of Marina del Rey and not create new issues, such as additional traffic congestion and more dense housing units. However, I am not positive nor supportive on this Project as all it does as create additional housing density in an already dense area with more traffic that will only compound the terrible traffic situation on Lincoln Blve on both sides of the Marina Freeway.

Below are the key issues that I respectfully request the Department of CITY PLANNING to take into full consideration to reject this poorly conceived Project.

1. It is my understanding that the current landowner of the project under review also owns the contiguous land that is currently occupied by CVS, Pavillon Super Market, and numerous others shops. **I believe that the landowner has cleverly decided to split the ultimate project into two parts in order to avoid providing sufficient open spaces, proper access, and adequate parking facilities had the landowner presented the project as one project as it should have been. This is a clever underhanded way of avoiding proper requirements had it been presented as one large project.**

This is an inappropriate and unacceptable strategy that will create adverse environmental considerations when the project is split versus viewing it as one total project and should be sufficient grounds to deny the project as presented and ask that the total concept be presented such that any partial approval will be done so in the context of a total project.

2. **I believe that the Proposed Project as presented has insufficient parking.** The current Project as presented indicates 658 multi-family residential units and would provide only 1,217 parking spaces for all those units PLUS the parking required for the new shops.

When I attended the Scoping meeting, I asked a Developer representative (please note that an independent developer is developing the landowner's project), they were unable to tell me how many parking spaces were dedicated to the apartments and how many would be available for the shops. In fact the representative actually suggested that individuals could simply park across the street in the existing parking garage on the North side of Maxella in the existing parking facility that is already overcrowded many times of the day.

Of the total parking spaces indicated of 1,217 in the Proposed Project, there will be insufficient parking for retail such that retail is just a "drop-in" concept to accommodate the rules and get Project approval without any notion of trying to adhere

to the area's environment, ensure no congestion, and provide sufficient parking so that the new retail will be successful and not fail. Obviously, without adequate parking, retail will fail.

3. **The Proposed Project with additional 658 units will bring 1,200 - 1,500 new vehicles into the area that will create further congestion on Lincoln Blvd, including safety concerns when trying to get on the Marina Freeway.** Also Lincoln Blvd. will be further congested from both the north and south directions, further aggravating a current very crowded condition.

4. **The Proposed Project of 658 apartments in multiple buildings brings too much additional population density to the the area** bounded by the Proposed Project, including Lincoln Blvd., Maxella, and Glencoe as this area is already too apartment dense and has severe traffic jams now during most hours of the day.

5. **The Proposed Project does not allow for any setback from standard minimum sidewalks** for the new retail being proposed as part of the Proposed Project on Maxella such that **the new retail is just being used to comply with the regulations and is not consistent with the environment to which it relates nor has it been thought through to make sure it is a success.**

6. **The Proposed Project does not have sufficient retail to be consistent with the area and the proposed apartment density.** The Proposed Project should provide more retail on Glencoe as the minor retail currently planned on Maxella is inadequate and it should be designed to be inviting and welcoming and provide Additional parking for retail should be added to accommodate Glencoe retail.

Also retail should be of the quality consistent with the area and adds to the general emerging environment of the area as Marina del Rey is transforming itself from a community with no identity and has not been environmentally friendly in its greater retail areas, including those on Lincoln Blvd and Washington Blvd., along with the very old and deteriorating Marina shops along the Marina's main channel.

7. **The Proposed Project's internal crossing walkways are small and inconsistent with providing those that live in the area a true environmentally safe and appropriate setting.** Also there is no indication of whether there will be adequate lighting for safety after dark or benches for sitting.

CONCLUSION

The Project as presented is not environmentally consistent with the area and has numerous serious flaws on density, traffic congestion, and adequate environmental spaces as the landowner has apparently very cleverly decided to split his land into two, holding back the contiguous land for future development which would be a total disregard of creating appropriate environment spaces if both land parcels were developed as one at the same time.

Therefore, this Project should be rejected as presented until such time as it can properly address the issues raised.

Jonathan Chang <jonathan.chang@lacity.org>

Development of additional Marina del Rey area Paseo Marina resident Development must stop before proper TRAFFIC and Master EIR's are completed

L Farris <farrisl@ca.rr.com> Sun, Jul 9, 2017 at 8:49 AM
To: Jonathan.Chang@lacity.org, alissa.gordon@lacity.org

Re: Paseo Marina Development (corner Glencoe and Maxella) ENV-2016-3343-EIR

Jonathan, Alissa & LA City Planning Dept.

You all are not doing your jobs if you allow further development, in the current **Paseo Marina Development** alone. The proposed **Paseo Marina Development** development of 3 seven-story buildings to replace Marina Marketplace with 658 apartments above 27,300 sq ft of commercial space, including 1,200 vehicle garage must take into consideration ALL current and slated future planning around MdR. It's unconscionable that anyone would approve this. There needs to be a **Master EIR**, not project by project and most importantly a publically distributed **traffic study**. What are your plans for the roadways?

We understand that they are in the scoping stage of the EIR, however, LA taxpayers across the Westside have significant concerns. The most obvious being the impact around what has already been allowed to develop by LA County, on traffic. The intersection of Glencoe and Mindanao alone, not to mention LINCOLN Blvd, were not designed, nor updated, for the current volume of traffic. Many other recent or planned developments, including ALL the mid-size condo and apartment complexes being devleoped in Marina Del Rey and surrounding area MUST be taken into account as they ALL impact on traffic. The road infrastructure is already overloaded and you all are accountable.

Please keep us in the loop on further development and communication, as I have a newsgroup of over 800 household residents in Playa del Rey that cannot fathom further development that would significantly affect our roadways and overall quality of life in and around Playa and Marina del Rey. A master EIR and traffic study is warranted!

Lisa Farris

7013 Rindge Ave.

Playa del Rey, CA 90293

Playa del Rey Neighbors

Virus-free. www.avast.com

Jonathan Chang <jonathan.chang@lacity.org>

ENV-2016-3343-EIR

Miriam Faugno <mfaugnos@gmail.com> Mon, Jul 17, 2017 at 10:10 PM
To: Jonathan.Chang@lacity.org

> Dear Mr. Chang,
>
> I am deeply concerned upon hearing of the proposed Paseo Marina project.
>
> I realize I probably will not be able to stop the project. I am asking that the project be scaled down. The proposed project area is already a busy shopping center. I feel that replacing Barnes and Noble, DSW and the AMC Classic theater with 658 Luxury apartments consisting of 3 seven story buildings and a parking garage is not in the best interests of the neighborhood and will change the character and feel of it dramatically.
>
> The traffic implications are staggering. I see increased road congestion in a location where it is already a problem due to the other recent and continuing apartment projects. The strain and impact on our roads, sewer services, water use, our emergency services, simply stated, our existing infrastructure, is a given. The increased pollution, noise, population density deeply concerns me. I believe our quality of life will be greatly and negatively affected.
>
> The removal of local retailers is also a great concern. A unique little "village" will be turned into a cookie cutter copy of every other new development that has come into being of late. Unique areas are disappearing at an alarming rate. Change is inevitable but it doesn't have to look like this.
>
> I continue to hear about the necessity for more housing, especially affordable housing. This project will not aid in helping that cause. If more housing and affordable housing is a real concern, this project is not the answer.
>
> Please share my concerns and comments with all involved with the project. If we can't stop the project, I ask that it be scaled down to a much smaller footprint and impact.
>
> Thank you for reading my letter. Updates on the project would be appreciated.
>
> Sincerely,
> Miriam Faugno
> 7777 W 91 St #B1160
> Playa del Rey 90293

Jonathan Chang <jonathan.chang@lacity.org>

For Case #ENV-2016-3343-EIR

Kaja Fehr <kajafehr@gmail.com> Sat, Jul 15, 2017 at 12:04 PM
To: jonathan.chang@lacity.org

To whom it may concern,

In regard to the Paseo Marina development, I strongly oppose this project going forward!
When I bought my condo on La Villa Marina in 2006, there was no on-ramp to the 90 Freeway, it was an access road and lightly traveled, cars got on the freeway on Culver Blvd.
The on-ramp was built about six weeks after I moved in and it has completely changed the neighborhood for the worse.
Now there is so much traffic to get on the freeway that it's a test of patience to venture out on to Mindanao .
I can't even imagine what the effect of a large apartment complex near by would do to the quality of life in this area.
If I were a younger person I would sell my place and leave the area if the apartment building plans went through...it would make it that undesirable to live here and I believe it would drive down the price of real estate in this area.
Even the concept of this development is a nightmare for all except for the developers hoping to make money!
I really don't think this area can accommodate more traffic not to mention the quality of the air.

Please don't let this project go through...the Marina has not done a good job of thinking through the city it wants to create,
it all feels very random and it could be so nice. Please have a long distance foresight of the Marina so that it doesn't become a pure disaster, which it would become with this project.

Thanks

Jonathan Chang <jonathan.chang@lacity.org>

MDR project

mark fellman <m.fellman@verizon.net> Wed, Jul 12, 2017 at 5:56 PM
To: jonathan.chang@lacity.org

I am all for it if traffic can be mitigated and since it can't… well, then I'm against it!!!
How can this be taken seriously. Conditions are horrible and only getting worse.
Mark

Mark Fellman
Photographer
310-398-3008
310-7215251 cel
markfellmanphotography.com

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Jonathan Chang <jonathan.chang@lacity.org>

Opposition to Paseo Marina

Cathy Fickes <catfickes@aol.com> Wed, Jul 5, 2017 at 8:20 PM
To: jonathan.chang@lacity.org

Dear Mr. Chang,

These are my comments regarding my opposition to the Paseo Marina development. I would like to be kept informed of public meetings and the forward progress of this project.

These are issues and concerns that I would like City of LA Planning Department to consider:

- **Current development in the Marina Area**: In the last several years more then 3 million square feet of residential development has been constructed in the area and additional units are being built along Del Rey, Beach and Redwood Avenues. No one is looking at the huge increase in density in this area. The Master Community Plan for Palms – Mar Vista- Del Rey and the Glencoe/Maxella plan have not been updated since 1997 and 1998 respectively. The community has not had a voice in the approvals for this rapid and huge amount of residential development. **I REQUEST THAT IMMEDIATELY THAT MIKE BONIN'S SENIOR PLANNER, EZRA GALES, BE ASSIGNED TO UPDATE THE MAXCELLA/GLENCOE COMMUNITY PLAN**

- **Project density:** 658 residential units in 3 – 7 story units will overburden the infrastructure of the area. Traffic studies have not been done to show the impact of the units built in the last three years. Accidents and injured pedestrians have increased in the last 3 years by 17% and parking has become a community nightmare! Low, middle income and senior housing is desperately needed in this area and this project does not include these types of apartments. The height is out of line with the adjacent surroundings and not appropriate in the area. **BEFORE PROCEEDING WITH ANY PROJECTS; DO A TRFFIC STUDY FOR THE AREA. REDUCE THE NUMBER OF APARTMENTS AND REQUIRE THAT 40% BE FOR LOW, MIDDLE INCOME AND 15% FOR SENIOR HOUSING. DO NOT ALLOW THE REQUESTED HEIGHT OF THE PROJECT.**

- **Traffic and noise –** Grid lock along these residential streets has become a daily phenomena. It has worsened with the lane closures along Venice, Culver and other streets. Access to the 90 Freeway is difficult in rush hours. The streets were not built for the volumne of cars, busses and trucks driving this area now! Emergency vehicles get blocked trying to access the Emergency Department at Marina Hospital or navigate Lincoln. None of these streets, Lincoln, Venice, Walgrove, Redwood, Centinella and other arteries can be widened. **REQUEST A TRAFFIC STUDY FOR THE ENTIRE AREA FROM PLAYA VISTA NORTH TO WASHINGTON, EAST TO THE 405, AND WEST TO VISTA DEL MAR.**

I DO NOT FEEL THAT THIS PROJECT AS IT STANDS WILL FIT IN THE COMMUNITY AND COULD BE SUPPORTED BY THE INFRASTRUCTURE OF UTILITIES AND SERVICE SYSTEMS, GREENHOUSE GAS EMMISSIONS,AND PUBLIC SERVICES.

Yours truly,

Margaret Catherine Fickes

4609 Alla Road #1

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina Development

Patricia A. Fiedler <pavfiedler@gmail.com> Tue, Jul 18, 2017 at 3:36 PM
To: Jonathan.Chang@lacity.org

Mr Chang,

We are writing to submit our opposition to the planned project called "Paseo marina development. "
My husband and I live in Marina Del Rey on the east side of Lincoln Boulevard. When the Stella apartments were built it increase the noise level of traffic on our part of town between Lincoln and the 90 freeway substantially due to the **artificial wind corridor** created by the six story Stella apartments. The proposed development is seven stories. This project will create a further increase in this noise pollution, along with air pollution, Light glare, traffic and most of all to aesthetically degrade the existing visual character and quality of our surroundings.
The city of LA is doing its best to increase the traffic in this part of town and decrease the ability to circumvent the city. It speaks to us of nothing more than greed at the expense of sensible planning and execution.

With major concern about this proposed development.

Respectfully yours,

Patricia and Michael Horan

Sent from my iPhone

Jonathan Chang <jonathan.chang@lacity.org>

ENV-2016-3343-EIR

Sandi Figge <sandifig1@me.com> Thu, Jul 13, 2017 at 12:01 PM
To: Jonathan.Chang@lacity.org

Hi,

I don't remember if I sent comments to you before on the proposed Paseo Marina development. So if not, here are my comments.

The proposed density and height of this development are completely inappropriate for this neighborhood. I remember when I first moved here in 1985 and it was impossible to park at the Vons in the Marina Center on the weekend. I assume when half of this shopping center is gone it will be like it was before. I am also concerned about the traffic impact in the area. Lincoln is already at gridlock most times of the day. There is inadequate parking planned for the new residents and we are 4 miles from the closest Expo line station. People have to use their cars given the inadequacy of public transportation in the area. I also have concerns about the electrical infrastructure. We have frequent power outages in this area. There is no way you are going to add 658 apartments and not strain the electrical grid even further. This is a nice neighborhood and this proposed development will have an overwhelmingly negative impact on the residents who live here.

Sandra Figge

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina Development

G. Fong <gfongu@gmail.com> Mon, Jul 3, 2017 at 1:39 PM
To: Jonathan.Chang@lacity.org

Dear Mr. Chang,

I am very concerned that developers are going to pave over the existing stores, restaurants and movie theaters at the corner of Glencoe and Maxella. That area has vital shopping and food sources for our community. I shop at the Pavilions, CVS (24 hour!!), DSW, the UPS Store, Oh My Sole!, and I bank at the Chase bank there, as well as frequent J. Nichols Kitchen at least once a week, sometimes more. The US Post Office at that location is the closest one I can frequent.

Please consider keeping that area a nice, one storied shopping center with FREE parking. It still feels like a community, a neighborhood, much like you would find more out in the suburbs. Please consider keeping the area as is. The traffic congestion is already at its peak, and I can't imagine what more housing will create.

I hope you will not be swayed by developers, and will consider your constituents' quality of life.

Many thanks,
Genevieve Fong
Playa Vista, CA

Jonathan Chang <jonathan.chang@lacity.org>

The large project at Maxella and Glencoe

Sandy Forbis <lasandy@verizon.net> Sat, Jul 15, 2017 at 9:57 AM
To: jonathan.chang@lacity.org, councilmember.bonin@lacity.org

I understand you are one of the people to contact about the huge project about to be introduced to our neighborhood. This is on the tails of countless new projects which have been introduced in the past few years which have all taken away the neighborhood feel I have enjoyed for the past 30+ years living here. In addition to this project I will have a school two blocks from my house which will send 800 employees and student families driving down mostly my quiet street plus a business developement which will have multiple multi story buildings....all this will be on a plot of land that previously for the 30+ years I have lived here has never had more than a handful of cars parking and driving down my street (Beethoven) which is about to become a huge thoroughfare...now this developement right down the street taking away what is left of the stores I shop in. Too many upscale restaurants and no more every day places to shop or eat in!!!
I cannot understand how we all have to endure Venice Blvd being reduced to one lane in each direction in order to "calm traffic", get cars off the road, bring a community feel to the area and as in a letter I just read from Mr Bonin to keep the mix of small businesses in the neighborhood when just down the street small businesses are being moved out, more and more housing is going in. It has been my experience in the past few years that what is being replaced around here is so free space where we can walk and see the sun and foliage and clean air, quiet. Now we have traffic congestion on all streets which the city is trying to mitigate a few blocks away. The small independent businesses that served the public for every day needs without the need to drive out onto Venice Blvd or one of the other arteries are having to close down...I will no longer be able to just walk a few blocks to have a meal or buy some shoes or shop in a store with a local owner and reasonable prices. Not only are these apartments going up not affordable to most people but the stores taking the place of the every day shops, many owned in the past by local people are mini or maxi chains, from what i can see mostly food places with high end prices. So every one of us now can go out every night of the week for a dinner or lunch that costs three times as much as what we could find before...we can probably eat in a different restaurant each night and not cook at home. If we need to shop for everyday items we need to get in our cars and drive somewhere else as our local stores are slowly being pushed out by the new construction which I am pretty sure means rents unsustainable for the little shop owners or low margin type establishments. It is too bad that our little neighborhood is turning into a packed to the gills downtown type developement where we do not know anyone who lives here anymore and we have to travel in cars (because there in no good public transportation) on the very roads which are on a diet.
I am all for community but this community is being destroyed one large developement at a time while the city is claiming it is trying to bring back community. What are you doing?????

--
Sandy
LaSandy@verizon.net

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina

Laurie <lafoye@aol.com> Thu, Jul 6, 2017 at 8:43 AM
To: Jonathan.Chang@lacity.org

Dear Mr. Chang:

Thank you to the person or persons that invited citizen commentary on the Paseo Marina project, currently seeking approval for the Glencoe/Maxella area of 90292. My only hope is that our voices will be heard, this time.

In the last several years more than 3 million square feet of residential development has been constructed in the area and additional units are being built along Del Rey, Beach and Redwood Avenues. Additionally, Venice Blvd, Washington Blvd, Glencoe Ave and surrounding streets have multiple apartment buildings going up right now. No one is looking at the huge increase in density in this area. The proposed 658 residential units in 3 – 7 story units will continue to overburden the infrastructure of the area.

You only have to drive through our streets in Marina del Rey, Del Rey, Playa Vista, Playa Del Rey, Venice, Palms and Mar Vista to understand what the substantial increase in density has done for our neighborhoods.

- During most hours you cannot drive down Lincoln Blvd without sitting in traffic for long periods of time•
- During most hours, you cannot drive down Glencoe or Walgrove without sitting in traffic for long periods of time
- Venice and Culver Blvds have had additional bike lanes put in, by Mike Bonin, without any vote or approval. There have been multiple accidents caused by these actions. Taking away lanes is not how you treat an increase in density!
- Alla Rd (where I live) has had a huge an increase in traffic (since Playa Vista development) and has become a thorough-fare. The elderly walkers in our area have to be assisted across the street in the morning and evening commute hours. People won't stop at stop signs or do "Hollywood stops". We have repeatedly asked for stop lights which have been unilaterally denied. Glen Alla Park is on the corner and many pedestrians and cars have been hit. The street had a lane taken away and now narrowed for another bike lane

We do not want or need additional apartment complexes in our shopping center. We would love more stores and restaurants! Until you figure out how to add lanes and create traffic flow – NO MORE HOUSING! Increase of density and less traffic lanes is definitely not the answer. Nor is a multi-floor parking lot that the developers will CHARGE for (just go to Playa Vista Runway).

Sincerely,

Laurie Foye
4617 Alla Rd Unit 1
Marina del Rey, CA. 90292

June 25, 2017

via email

TO: Jon Chang [jonathan.chang@lacity.org]
Major Projects Section, City of L.A. / Department of City Planning
RE: Paseo Marina, Case # ENV-2016-3343-EIR
Applicant: Sares-Regis Group
13400-13450 Maxella Ave & 4305-4363 Glencoe Ave, LA, CA 90292

To all relevant parties,

I have been a resident of the Marina Del Rey / Del Rey community for about 7 years. I have lived in 3 different properties within a 3 block radius of the intersection of Glencoe and Maxella Avenues, including 2.5 years at my current property at 4215 Glencoe, which I own. Over this time, I have watched the neighborhood change, predominantly in a positive way. It has grown consistently, yet the character of the neighborhood has mostly been maintained, even as large housing and commercial developments have proceeded.

There have been many new construction projects in this area over recent years — including several that have directly affected me, my property, and even its value (my entire northeastern view was blocked by a variance created for a taller residential building). But even in those instances, I did not write a letter or attend a planning meeting to speak out, as I felt that the projects — even though they negatively affected me — were at least *reasonable*.

But this project is markedly different. After reviewing the size and scope of the plans mailed to us regarding *Paseo Marina*, I am appalled and fearful for what this would do to the Del Rey / Marina Del Rey and surrounding vicinity. This project, as currently designed, would negatively affect everyone in this immediate neighborhood, and have far reaching ripple effects on traffic and congestion throughout the Lincoln corridor.

The *Paseo Marina* development would detrimentally affect the character of this neighborhood as well as massively affect the environment and quality of life for current residents.

For starters, the traffic down Glencoe, Maxella, Lincoln, and Mindanao has significantly increased over the last couple of years. As more and more units are built, more and more traffic has come. But the amount of units built in recent years is a drop in the bucket compared to the ludicrous 658 units proposed. And the proposition of adding that many residents and cars to an area that is already so densely populated is especially problematic when it comes at the cost of what is currently public retail/commercial space. The traffic effects will be studied at length but I can tell you just from anecdotally comparing recent projects and their actual effect on this area, that this project would decimate local commuters. It could take minutes for us to exit our own driveways, and what should be a 1 minute drive down Glencoe (between Maxella and

Washington) would take 15 minutes. As it is, Glencoe — a two lane surface street — has become a main thoroughfare even though it was never meant to be such. And the already overcrowded Lincoln Blvd. simply cannot handle any more cars. Without the addition of public transportation, residents of this area will be trapped in, and/or blocked out of our own residences at certain busy times of day. This is unacceptable. Furthermore, there is already limited street parking for residents and guests of residents. This project would monopolize needed parking spaces with visitors looking to avoid parking in the underground garages. We will lose all of our street parking. Add to all of this the increased air pollution from more cars, and it adds up to a cumulative hazard for residents here.

Cars, traffic, parking, and pollution aside, the size of the buildings described are extremely out of character and proportion for the area proposed. 77 feet, 7 story building? This isn't a downtown area. The shopping center across the street is less than half this height. The current structure is 1 story. Nothing about the proposed size is reasonable. Not only would the buildings block all incoming light to Maxella but they will essentially remove any glimpse of sky that any of the current residents have while walking around their own neighborhood.

Of additional concern is the conversion of 100,000 square feet of commercial real estate to **675,000** square feet of residential and only 27,000 square feet of commercial — which means that the area that is currently beneficial and usable by residents is essentially being DECREASED by three-quarters while at the same time drastically INCREASING the number of people who need those same businesses and public places. It's outrageous. This community simple cannot handle another 658 residential units. Our sidewalks are not wide enough to walk on. People speed down Glencoe at up to 80 miles an hour and there are no crosswalks. This project would bring complete gridlock, both during construction and after completion, and also increase danger for pedestrians and children.

Lastly, there is no open space in our neighborhood, and this would strain the already overcrowded public spaces, fundamentally changing the character of the neighborhood for the worse. The proposed open spaces that are part of this plan are miniature and insufficient. They would not even accommodate the newly added residents, let alone leave space for the people that have "settled" this area from a commercial corridor with auto body shops and impound lots, to a walkable and safe residential neighborhood.

I am not anti-development. I simply ask that it is reasonable. And the plan as currently presented is NOT REASONABLE. I ask you to firmly oppose these developers until they submit a proposal that is not detrimental to the people who already live here.

-Sam Friedlander
7 year resident of Del Rey/ Marina del Rey
sam@friedlander.com

Jonathan Chang <jonathan.chang@lacity.org>

thathat is it is for Case#ENV-2016-3343- EIR, PASEO MARINA.

Gary Friesen <hobiegary@gmail.com> Tue, Jul 18, 2017 at 11:00 AM
To: Jonathan.Chang@lacity.org

I am a resident at 13231 Fiji Way, Marina del Rey.

The proposed Paseo Marina project will negatively impact me in many ways. As more and more density of housing has come to this area, we get increasing numbers of power outages; the power grid may be underbuilt or overloaded.

The increases in automobile and bicycle traffic is causing major delays in moving about this area. The streets surrounding Paseo Marina often become unpassable, gridlocked.

Please find a way to bring more roadways into and out of this area before building it more dense with numbers of residents. Please be sure that the infrastructure, including public utilities can meet the damand of so many resedences, residents.

Gary Friesen
13231 Fiji Way
Unit A
Marina del Rey, CA 90292

Jonathan Chang <jonathan.chang@lacity.org>

I am writing to you today regarding a very important issue

Oscar Gake <oscarhgake@everyactioncustom.com> Tue, Jun 27, 2017 at 1:06 PM
Reply-To: oscarhgake@sbcglobal.net
To: Jonathan.Chang@lacity.org

Dear Major Projects and Environmental Analysis Section Jon Chang,

I am writing to you in support of the proposed 658-unit mixed use development, including 66 dedicated affordable housing units, at 13450 W. Maxella Ave. I respectfully urge the LUPC to approve this project.

This project will provide much-needed housing in the greater Los Angeles region, which is facing a severe housing shortage. I believe that these housing challenges can only be addressed if everyone in the region does their part. It is especially encouraging to see the developer providing badly needed affordable units in the development as well. Los Angeles can't afford to disallow or reduce new housing, especially affordable housing, during this housing crisis.

This project is in a good location for housing. It is directly served by multiple bus lines and many neighborhood amenities such as shops and restaurants are within easy walking and cycling distance.

For these reasons, I believe this is a good project for the region and respectfully urge the city to allow the project to proceed as proposed.

Sincerely,
Oscar Gake
1921 N Pass Ave Burbank, CA 91505-1434
oscarhgake@sbcglobal.net

Jonathan Chang <jonathan.chang@lacity.org>

ENV-2016-3343-EIR development project

Tricia <pgarcia90066@yahoo.com> Thu, Jul 13, 2017 at 4:46 PM
To: Jonathan.Chang@lacity.org

Dear Mr. Chang,

Regarding the proposed development called Paseo Marina I would ask that you please address the impact that the additional residences will have on the surrounding neighborhoods, specifically the increase of cars.

With 658 new residences that will probably leave and come home from work each day this will definately impact the already packed streets. In the 32 years I have lived here the traffic has become impossible. I used to leave for work at 7 am, then to beat trafic I moved that time to 6 am, now this last year I leave at 5 am. I doesn't matter what time I come home it is always crowded. I can litterally walk to work faster if I have to take Lincoln blvd. to work.

There are 4 grocery stores within 5 minutes of this proposed plan and all of them are always crowded. Adding another thousand people or more to this situation is another problem that I would like to see addressed in the report.

Try to get gas around this area. Another impossible feat if you are in a hurry. Please address this in the report.

Thank you for your time,

Patricia Garcia

Sent from my iPad

BARBARA GAYLE PH.D.

JULY 16, 2017

Jon Chang
Major Projects Section
City of Los Angeles Dept of City Planning
Room 750

Re: case # ENV-2016-3343-EIR
Project name: Paseo Marina
City Planning Area Palms-Mar Vista-Del Rey
District 11-Bonin

Dear Mr. Chang,
We have lived across the street from the Villa Marina Market Place for 40 + years. The proposed project presents many losses for those of us who are older.
To list a few would include increased **traffic, population density, city services, infrastructure, and utilities.**

Congestion from rush hour traffic is already a problem. It is dangerous now to cross Glencoe at Maxella or Mindinao. Those of us that walk slower have to worry about making eye contact with the drivers of oncoming traffic so they can see us and stop. The drivers making right and left turns often don't seem to see pedestrians. There are frequent accidents at both of these corners. We are asking the city for an analysis of the impact of increased traffic.

Population density: We want the city to include the recent increase of 1800 apartment units built within the Marina in the past year plus the 3 hotels yet to be built. We believe these units need to be included in the density analysis of our area as they are within 1 to 1.5 miles of this proposed project.

City services: Having adequate police and fire department personnel are always an issue in a large city. We need an analysis of the environmental impact of a large increase in population. This is also true for the **already** overburdened electrical grid and internet services. In case the city is unaware we have frequent but brief electrical glitches.

Others issues of ours and other older residents are the loss of services such as the post office, the hearing aid store and Barnes and Nobles two shoe store and the gift shop.

BARBARA GAYLE PH.D.

Thank you for your consideration and evaluation of these issues.

Barbara Gayle
13310 Maxella #9
Marina del Rey, CA90292

Belle Fink
4429 Alla Road #5
Marina del Rey, CA 90292

Arlene Morris
13900 Panay Way SR 318
Marina del Rey, CA 90292

Jonathan Chang <jonathan.chang@lacity.org>

New Proposed Project in Marina del Rey

Ellen Frankel-Geller <elfgeller@yahoo.com> Tue, Jun 20, 2017 at 10:01 AM
Reply-To: Ellen Frankel-Geller <elfgeller@yahoo.com>
To: jonathan.chang@lacity.org

Mr. Chang:

My husband and I attended the Del Rey Neighborhood Council meeting on June 15 to voice our opposition to the proposed mixed use development on Maxella Avenue. We also plan to attend the meeting on June 27 at the MdR Hotel to do the same.

Has anyone tallied up the new construction in and around the Marina, consisting of, just to name a few: Playa Vista, condos on Redwood, red, white and blue multi-complex across from Cheesecake Factory, the mega-complex across the street therefrom (under construction), the proposed re-development on Admiralty Way at the end of Midanao and the 2 new hotels (Marriott and Marriott Courtyard planned for the Marina).

As things are now, the traffic is unbearable and it is impossible to go out during the lunch hour due to the traffic and scarcity of parking. Adding all these new "residences" with 2 cars each, the Marina will be a horror to navigate on a good day.

The trucks now blocking Glencoe (approaching COSTCO) and Maxella are a detriment to our community and we can just imagine how so many more cars and people will impact our Marina.

The construction and street improvements to accommodate these new developments (laying pipes, electrical, etc.) will only inhibit the relaxing atmosphere of the Marina yet further. We are already a stop on a tour bus!

The residents enjoy walking to Barnes & Nobel, and the smaller restaurants and businesses across he street. We DO NOT want them to go. Having a mixed use complex of 7 stories (77 ft. at the highest point), consisting of 658 units, 23,000 sq. ft. of retail and so-called "walking spaces/park" is a ridiculous idea. The developing MUST STOP. Enough is enough! Our local streets have been remarked to make room for bicycles while eliminating much needed lanes for auto traffic, thereby making traffic yet worse! Whose idea was that????

Please add this letter to your file and please re-think any further development in Marina del Rey.

Elle & Dan Geller
13082 Mindanao Way #46
Marina del Re, CA 90292
(310)574-1088

Jonathan Chang <jonathan.chang@lacity.org>

No to Paseo Marina development

Kent Genzlinger <unk@shickany.com> Mon, Jul 10, 2017 at 2:46 AM
To: Jonathan.Chang@lacity.org, Mike Bonin <mike.bonin@lacity.org>, Eric.garcetti@lacity.org

Gentlemen,

The Paseo Marina development at Glencoe and Mindanao is an idea that would not help the community and would damage the existing quality of life with further overpopulation, traffic, noise and pollution.

Please deny this project.

Thank you.

Kent Genzlinger
6706 Vista Del Mar
Playa Del Rey, CA 90293

3108278415

Jonathan Chang <jonathan.chang@lacity.org>

regarding Paseo Marina Development (corner Glencoe and Maxella) ENV-2016-3343-EIR

douglasglover@mac.com <douglasglover@mac.com> Mon, Jul 3, 2017 at 1:09 PM
To: Jonathan.Chang@lacity.org

Dear Jonathan,
I am writing to let you know that as a resident of Los Angeles and the area where this development is proposed, my family and I will be negatively impacted by this development.
We are at a point now where the traffic in the area needs to be reduced before any more development can happen. There is just now any more room for cars in the area. With the reduction of traffic lanes on Lincoln Blvd and Venice Blvd, our commute times have almost doubled within the last month.

This development will bring additional cars to a road system that already can't handle the current load.

The traffic congestion needs to be fixed first.

Thank you for your time,
Doug

Douglas Glover
310.429.4174
douglasglover@mac.com

Jonathan Chang <jonathan.chang@lacity.org>

ENV-2016-3343-EIR

Gloria Gonzales <gghartwell@yahoo.com> Sat, Jul 15, 2017 at 1:13 PM
To: "Jonathan.Chang@lacity.org" <Jonathan.Chang@lacity.org>

Dear Mr. Chang,

I would like to add my concerns to those of others who oppose the large Paseo Marina Development. What are the impacts of this project on:

Noise and dust pollution during years of construction?
Displacement of local businesses who have served this area for 30 years?
Population density in an already dense area?
Increased traffic and pollution?
Loss of skyline and low rise feel to a local/neighborhood shopping district?
Decrease in walkability due to decrease in retail (from 100,000 ft retail to 27,000 retail) The current retail area encourages surrounding neighbors to walk to coffee, lunch, dinner, shopping and the movies - how will this affect the climate that encourages that?

This project is too big for this neighborhood. It is too high. The intersection is the gateway to a single family home neighborhood already encroached upon by the lofts along Redwood. The intersection now provides a transition to a the low rise character of the neighborhood. These buildings should not exceed the height of the mall across the street.

thank you,

Gloria Gonzales
Del Rey Resident

Jonathan Chang <jonathan.chang@lacity.org>

Marina Marketplace development

Evelyn Goodman <drevelyn@anxietyrecovery.com> Sun, Jul 2, 2017 at 5:17 PM
To: Jonathan.Chang@lacity.org

Hi,
I believe that replacing the Marina Marketplace with 3 7 story buildings is a very bad idea. The area already has massive traffic problems and is very congested. I hope this will be reconsidered.

Dr.Evelyn Goodman

Jonathan Chang <jonathan.chang@lacity.org>

Reference: ENV-2016-3343-EIR

Puneet Gupta <puneet_iitd@hotmail.com> Mon, Jul 17, 2017 at 8:53 PM
To: "Jonathan.Chang@lacity.org" <Jonathan.Chang@lacity.org>

This is in reference to the Paseo Marina planned development. As a neighborhood resident (13206 Admiral Ave #M, Marina Del Rey), I strongly oppose this plan due to the following reasons:

1. 650 units with 1200 cars is ridiculously bad for traffic. There is no current or near future planned public transportation upgrades planned in this area which makes matters worse. I anctipate Lincoln, Glencoe, Maxella, MIndanao will all be clogged.
2. The utilities infrastructure cannot sustain this. We have had several transformer blow outs due to overloading in past 2 years and tis will make matters so much worse. Are there any major electrical and other upgrades planned before this construction ?
3. There is hardly any green space in the area and hardly any childrens parks in the area (only one: Glen Alla for such a large neighborhood with families). We don't need another massive apartment building. We need a good childrens park.
4. Are there any precautions being taken to make sure that the years' long construction does not cause disruptions, pollution ?

Thanks

--Puneet Gupta

Sent from Mail for Windows 10

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina Development

Mr Colin Hadlow <colinhadlow57@gmail.com> Wed, Jul 5, 2017 at 7:29 AM
To: Jonathan.Chang@lacity.org

My main concern here is traffic. Where does it go? Lincoln is jammed what with Playa Vista and getting worse, without 628 new apartments.....which means 1000 new cars if not more.

Colin Hadlow

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina - Resident Feedback Letter (OPPOSED)

Nicole Halamuda <nicole.halamuda@gmail.com> Thu, Jun 29, 2017 at 4:12 PM
To: jonathan.chang@lacity.org

Hi Jon,

Hope you are having a nice week! I am a resident of Glencoe Ave and wanted to share my thoughts on the extremely concerning plans for the Paseo Marina project, and what a devastating effect adding so many new residents to an extremely congested area of Marina del Rey will do to our community, not to mention punishing the rest of the existing residents by removing so many commercial businesses that benefit everyone. The residents of my building, WestEnd Lofts, at 4215 Glencoe Ave; have brainstormed additional ideas to modify the existing proposal. I know many residents have shared their thoughts with you already, and I'd like to include my voice in that as well. Attached is a letter I hope you will read, consider, and share with your colleagues working on this project.

I would hope that a high-powered developer doesn't have the ability to push through so many existing laws and restrictions, and push a residential area past its capacity at the huge detriment to the residents that already live there.

Best,
Nicole Halamuda
4.5 Year Glencoe Ave Marina del Rey resident

Paseo Marina_Resident Feedback_6.29.17.docx
497K

June 29, 2017

TO: Jon Chang [jonathan.chang@lacity.org]
Major Projects Section, City of L.A. / Department of City Planning
RE: Paseo Marina, Case # ENV-2016-3343-EIR
Applicant: Sares-Regis Group
13400-13450 Maxella Ave & 4305-4363 Glencoe Ave, LA, CA 90292

To all relevant parties,

I have been a resident of the Marina Del Rey for over four and a half years, and have resided at 4215 Glencoe, near the intersection of Glencoe and Maxella, at my condo which I own the entire time. I have watched our neighborhood change over the years, predominantly in a positive way. It has grown consistently, yet the character of the neighborhood has mostly been maintained, even as large housing and commercial developments have proceeded.

There have been many new construction projects in this area over recent years — including several that have directly affected me, my property, and even its value (my entire northeastern view was blocked by a variance created for a taller residential building). But even in those instances, I did not write a letter or attend a planning meeting to speak out, as I felt that the projects — even though they negatively affected me — were at least *reasonable*.

But this project is markedly different. After reviewing the size and scope of the plans mailed to us regarding *Paseo Marina*, I am appalled and fearful for what this would do to the Del Rey / Marina Del Rey and surrounding vicinity. This project, as currently designed, would negatively affect everyone in this immediate neighborhood, and have far reaching ripple effects on traffic and congestion throughout the Lincoln corridor.

The *Paseo Marina* development would detrimentally affect the character of this neighborhood as well as massively affect the environment and quality of life for current residents.

For starters, the traffic down Glencoe, Maxella, Lincoln, and Mindanao has significantly increased over the last couple of years. As more and more units are built, more and more traffic has come. But the amount of units built in recent years is a drop in the bucket compared to the ludicrous 658 units proposed. And the proposition of adding that many residents and cars to an area that is already so densely populated is especially problematic when it comes at the cost of what is currently public retail/commercial space. The traffic effects will be studied at length but I can tell you just from anecdotally comparing recent projects and their actual effect on this area, that this project would decimate local commuters. It could take minutes for us to exit our own driveways, and what should be a 1 minute drive down Glencoe (between Maxella and Washington) would take 15 minutes. As it is, Glencoe — a two lane surface street — has become a main thoroughfare even though it was never meant to be such. And the

already overcrowded Lincoln Blvd. simply cannot handle any more cars. Without the addition of public transportation, residents of this area will be trapped in, and/or blocked out of our own residences at certain busy times of day. This is unacceptable. Furthermore, there is already limited street parking for residents and guests of residents. This project would monopolize needed parking spaces with visitors looking to avoid parking in the underground garages. We will lose all of our street parking. Add to all of this the increased air pollution from more cars, and it adds up to a cumulative hazard for residents here.

Cars, traffic, parking, and pollution aside, the size of the buildings described are extremely out of character and proportion for the area proposed. 77 feet, 7 story building? This isn't a downtown area. The shopping center across the street is less than half this height. The current structure is 1 story. Nothing about the proposed size is reasonable. Not only would the buildings block all incoming light to Maxella but they will essentially remove any glimpse of sky that any of the current residents have while walking around their own neighborhood.

Of additional concern is the conversion of 100,000 square feet of commercial real estate to **675,000** square feet of residential and only 27,000 square feet of commercial — which means that the area that is currently beneficial and usable by residents is essentially being DECREASED by three-quarters while at the same time drastically INCREASING the number of people who need those same businesses and public places. It's outrageous. This community simple cannot handle another 658 residential units. Our sidewalks are not wide enough to walk on. People speed down Glencoe at up to 80 miles an hour and there are no crosswalks. This project would bring complete gridlock, both during construction and after completion, and also increase danger for pedestrians and children.

Lastly, there is no open space in our neighborhood, and this would strain the already overcrowded public spaces, fundamentally changing the character of the neighborhood for the worse. The proposed open spaces that are part of this plan are miniature and insufficient. They would not even accommodate the newly added residents, let alone leave space for the people that have "settled" this area from a commercial corridor with auto body shops and impound lots, to a walkable and safe residential neighborhood.

I am not anti-development. I simply ask that it is reasonable. And the plan as currently presented is NOT REASONABLE. I ask you to firmly oppose these developers until they submit a proposal that is not detrimental to the people who already live here.

Nicole Halamuda
4.5 year resident of Glencoe Ave, Marina del Rey
nicole.halamuda@gmail.com

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina project at Glencoe and Maxella

harrishall <harrishall@verizon.net> Sun, Jul 16, 2017 at 7:43 AM
To: Jonathan.Chang@lacity.org

This development will bring more congestion to an already crowded area.
Please consider the quality of living for the people who live here. Our streets have become parking lots. Pedestrians are at danger when crossing the busy streets.
Please stop the continued overdevelopment of this area.

Thank you,
Patricia Harris
4309 Redwood Avenue
Marina del rey, CA 90292

Paseo Marina

Jonathan Chang <jonathan.chang@lacity.org> Thu, Jul 27, 2017 at 9:18 AM
To: "Harris, Scott" <sah1082@lausd.net>

Good Morning,

You can contact me directly at (213) 978-1914 regarding additional questions on the Project.

Thank you.

On Mon, Jul 24, 2017 at 5:02 PM, Harris, Scott <sah1082@lausd.net> wrote:

> Is there a hearing about this project going forward?
>
> ---
>
> **From:** Jonathan Chang <jonathan.chang@lacity.org>
> **Sent:** Monday, July 24, 2017 12:54:52 PM
> **To:** Harris, Scott
> **Subject:** Re: Paseo Marina
>
> Good Afternoon,
>
> Thank you for your comment regarding the Paseo Marina Project. Your comment is in the public record for the Project.
>
> Thank you.
>
> On Thu, Jul 13, 2017 at 12:16 PM, Harris, Scott <sah1082@lausd.net> wrote:
>
> > Traffic is going to be terrible.
> >
> > There is already building condos and apartments right around the corner.
> >
> > 1,200 more cars?
> >
> > Not good for this area at all.
>
> --
> Kind Regards,
> **Jon Chang** **Department of City Planning**

Planning Assistant

Major Projects

T:
(213) 978-1914
200 N. Spring St., Room 750
Los Angeles, CA 90012
Jonathan.Chang@lacity.org

--

Kind Regards,

Jon Chang
Planning Assistant

Department of City Planning
Major Projects
T: (213) 978-1914
200 N. Spring St., Room 750
Los Angeles, CA 90012
Jonathan.Chang@lacity.org

Jonathan Chang <jonathan.chang@lacity.org>

ENV2016-3343-EIR

pahah@verizon.net <pahah@verizon.net> Mon, Jul 3, 2017 at 4:14 PM
To: jonathan.chang@lacity.org

to whom it may concern:
I live in marina del rey and adamantly oppose ANY more new construction! the marina marketplace is not needed and will only create more traffic and problems for the residents... we DO NOT need any more living spaces or retail. Please let my voice be heard and STOP this development.. Life is too short for more inconveniences and stress with traffic and more people than one neighborhood can hold.

thank you, and please do the right thing
ms. hayden

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina, Case# is ENV-2016-3343-EIR.

pahah@verizon.net <pahah@verizon.net> Sun, Jul 16, 2017 at 8:53 PM
To: Jonathan.Chang@lacity.org

I am opposed to this project wholeheartedly.. this is a beautiful community that is perfect the way it is. the developers just want to make money and dont care because they dont live here. it is too crowded already and the power grid cannot sustain this. traffic is unbeable already. and change is not what we need. leave things the way they are and let people enjoy their lives. STOP THE PROJECT...
Ms. Hayden
Villla Marina Townhomes

Jonathan Chang <jonathan.chang@lacity.org>

COMMENTS ON PROPOSED MARINA DEL REY DEVELOPMENT

Linda Healey <lhealey@californianhoa.com> Fri, Jul 14, 2017 at 4:13 PM
To: "jonathan.chang@lacity.org" <jonathan.chang@lacity.org>

Dear Mr. Chang,

My husband & I live at 4425 Alla Road #7, Marina del Rey. We are vehemently OPPOSED to the massive development presently proposed between Maxella Ave, Glencoe and Mindanao in the Marina del Rey area. There is already terrible traffic congestion every morning and afternoon with people trying to get on the 90 Fwy to get home…on Washington, Redwood and Glencoe with thousands trying to get to Costco and to work…the streets have no way of being widened and this project wants to add a thousand more people and cars in our area! Enough! There are plenty enough of condos and apartments in this already dense area. Have you seen the HUGE development now underway on Panay Way in the Marina? There will be hundreds more people and equally as many cars when people move in there. The stores, streets, parking lots already cannot handle the immense increase in density in MDR. Please STOP this project.

Then we will stop Bonin too after his inconsiderate traffic changes on Culver and Vista del Mar. He has no idea of the tiger he has unleashed.

Thank you for your consideration.

Linda & Bill Healey

4425 Alla Road No. 7

Marina del Rey, Ca 90292

Jonathan Chang <jonathan.chang@lacity.org>

proposed development of 3 seven-story buildings to replace Marina Marketplace (

mheffernan7207@gmail.com <mheffernan7207@gmail.com> Wed, Jul 5, 2017 at 8:44 PM
To: Jonathan.Chang@lacity.org

Hello. Really? Must we? Would you be kind enough to drag the entire planning commission down onto Lincoln Blvd during either the morning or afternoon rush hours? Isn't there a point where enough is enough?
Currently a MONSTRACITY of a condo project is currently being framed in central Westchester. I can't wait how much a bigger mess Sepulveda becomes when it is occupied.

Mike Heffernan
90045

Jonathan Chang <jonathan.chang@lacity.org>

Opposed to paseo massive bldg structures

BECKY J HENRICKSEN <bhenrick@ucla.edu> Tue, Jul 4, 2017 at 9:49 AM
To: Jonathan.Chang@lacity.org

The shopping area could use an upgrade but could not stand 658 unit residential buildings. The area is already over densely populated. Have you considered this? I live in the mdr area.
A family carpooling cannot be using bicycles to cart groceries. There is not enough public transit to accomdate getting around town.
Please discontinue the project.
Becky Henricksen

Jonathan Chang <jonathan.chang@lacity.org>

Comments for Paseo Marina CASE # ENV-2016-3343EIR prop PASEO MARINA development by July

drhoerle@ca.rr.com <drhoerle@ca.rr.com> Mon, Jul 17, 2017 at 10:47 AM
To: jonathan.chang@lacity.org

CASE # ENV-2016-3343EIR prop PASEO MARINA,

This project needs to be downscaled to perhaps 200 units with 25% affordable housing because of the TERIBBLE traffic. Sibce the Stella apts. went in 2 years ago, we have had numerous (7) and increasing power outages. Previous years at most 1 or 2 a year.

The infrastructure needs to be updated, traffic, power. We can barely get out of our street, La Villa Marina, onto Mindanao because of new traffic. People turning R onto the 90. Also, terrible turning L onto Maxella from Mindanao.

The issue is traffic controlled by the county, state and city. Please synchronize lights from Admiralty in the County, through Lincoln, and to Maxella, to Redwood and Alla, and Centinela. Traffic from Centinela goes through to stop sign at Alla, then dribbles through preventing folks headed from the ocean to a L onto Maxella from Mindanao. HELP.

Loss of retail, from 100% today to 25% proposed by the developer.

Bike traffic here is particularly hazardous! A neighbor was hit by a car in this area a year and a half and is still recovering from his injuries.

Downsizing the project substantially will help a lot.

Doug Hoerle
13210 Admiral Ave., Unit F
Marina del Rey, CA 90292

Jonathan Chang <jonathan.chang@lacity.org>

opposed to the Marina Paseo Development

David Howard <mistertoast@gmail.com> Thu, Jul 13, 2017 at 4:49 PM
To: jonathan.chang@lacity.org

Dear Mr. Chang,

I am longtime homewoner in Del Rey. I am adamantly opposed to the Marina Paseo Development. It is far too dense for the neighborhood. Our neighborhood and quality of life is already suffering as more and more cars are using our small residential streets as cut-throughs. This will greatly increase traffic on Shot Avenue and Maxella. Lincoln Bl around the Marina is already virtually a parking lot.,

I am not anti development, but it needs to be done thoughtfully and in a considerate scale to the limitations of the neighborhood. I am obviously not alone in my discontent, every neighbor I speak with has the same concerns. I am sure you have been besieged by similar sentiments.

Please get this right and scale this project back to a reasonable size and scope.

Thank you,
David Howard

Jonathan Chang <jonathan.chang@lacity.org>

New development in Marina Del Rey.

Debbi Hughes <debbi.lempert@ca.rr.com> Sun, Jul 2, 2017 at 5:29 PM
To: Jonathan.Chang@lacity.org

Dear sir,
Having just come back from Barnes&Noble a half hour ago and interacting with book lovers and children, I read this post re the development being proposed.
I realize it's a desirable area --weather alone-- but it is so dense already that seeing more high rises and cars in the area and taking away (yet again) bricks-and-mortar and more human interaction seems a sad thing indeed.
And in addition, we have such controversy going on already with the traffic situation recently enacted in our area (I live in Playa del Rey) AND Playa Vista, I think it's insult to injury.
Thank you in advance for paying heed to my comments.

Deborah Hughes
8267 Rees St.
PDR, Ca

Sent from my iPad

ENV-2016-3343-EIR

Bethany . <hibethany@hotmail.com> Tue, Jul 18, 2017 at 11:02 PM
To: "jonathan.chang@lacity.org" <jonathan.chang@lacity.org>

Dear Mr. Chang,

With regard to ENV-2016-3343-EIR:

I am not opposed to development in general and I think that large scale development is great for downtown LA and along the Metro Corridor. However, Marina del Rey does not have Metro and therefore does not have an adequate public transit system to accommodate the scale of the proposed building at Paseo Marina.

Also, I am opposed to changing the zone of a commercial property and I am also opposed to changing the height restriction -putting a 7 story building at the proposed lot would be entirely excessive.

After West Hollywood, Marina del Rey is now the second most populous zip code in all of Los Angeles County. This is an environmentally sensitive coastal area and needs to be treated as such. The pollution that will occur from adding the 600+ units and at least as many cars is very irresponsible.

Traffic between Lincoln/90 Freeway and Lincoln/Washington is almost always at a standstill. The proposed development is in the middle of those intersections. I find it infuriating to think that the city is considering a development of this scale in an already overtly congested area!

I feel that new construction developments are being permitted in a haphazard way. The existing infrastructure and city approved mitigation efforts associated with this massive increase in housing and commercial development (mostly the utilities and traffic) HAVE NOT worked and the Marina del Rey area **cannot** withstand any more developments of this scale. In the wake of recent power outages and the DWPs acknowledgment that there has been increased use of electricity and inadequate structure, this development would be a burden to the community.

According to this article, there are already 106,286 cars going through the intersection of Lincoln and Washington every day! This is NOT the area for large scale development. It sometimes takes me 15 minutes just to get through this one traffic light!

http://www.jllproperty.us/en-us/los-angeles/retail-property-for-lease/4020-lincoln-blvd/541988

- The property is surrounded by +/- 2,500 residential units within a 1/2mile radius, with new construction ongoing
- Approximately 106,286 cars per day at the intersection of Lincoln Blvd. and Washington Blvd

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4020 Lincoln Blvd | Property Listing | JLL

www.jllproperty.us

Property details for 4020 Lincoln Blvd located at 4020 Lincoln Blvd, Marina Del Rey, CA 90292. Read property description and key features, view photos and see the ...

All the Best,
Bethany Hunter
4242 Beethoven Street LA 90066

Jonathan Chang <jonathan.chang@lacity.org>

ENV-2016-3343-EIR

Liliana Isella <lilianamariaisella@gmail.com> Wed, Jul 12, 2017 at 2:22 PM
To: jonathan.chang@lacity.org

Dear Mr. Chang,

As a resident at 4357 Neosho Avenue, Los Angeles CA 90066, hearing about the development of the Paseo Marina in Marina Del Rey that will replace Barnes & Noble and the DSW in favor of more than 600 new Luxury Apartments concerns me in terms of population density, road and parking congestion, noise level, air pollution and much more.

Beside being concerned of turning our quiet (and expensive) neighborhood in a rodeo, we're also concerned about the displacement of the old tenants (privates and retailers) due to rent increase.

Please help us in maintaining our neighborhood liveable.

Best Regards,

Liliana Isella

July 16th 2017

Mr. John Chang
Los Angeles Department of City Planning - Major Projects Section
200 N. Spring St. Room 750
Los Angeles, 90012

I can't describe my surprise and outrage when I learned that yet another major development project is being considered for my neighborhood – the Villa Marina Marketplace.

The small area, covering Glencoe Ave between Maxella Ave and Washington Blvd, and Maxella Ave between Lincoln and Glencoe Ave, developed in just a short 4-5 year period, is already saturated with thousands of residential units and their residents, not to mention the thousands of non-local visitors flocking daily to the restaurants, shops and movie theaters in that same area!

No infrastructure was modified to accommodate this rapid growth.

- No roads were widened, no traffic control whatsoever. On the contrary, traffic lanes are eliminated in favor of Bike paths
- Continually experiencing utility outages, mostly power
- Endless construction work, noise, and traffic, since the early hours of each morning over the past 5 years, and more to come
- A long wait each time to get out and merge onto Glencoe Ave traffic due to endless traffic both directions
- No street parking avail for our guests

It is hard to imagine the kind of impact the **additional 7 story buildings with 658 apartments**, **plus commercial**, will have on our quality of life, during the construction period and for years to come following that.

July 16th 2017

Have EIRs been performed on this proposed Marina Marketplace project and on the older projects? Were they made avail to the local residents to review and consider?

I request that the city and authorities, responsible for authorizing this project, will conduct a further study to consider the impact of this project w.r.t traffic, noise, and infrastructure, on current residents that did not sign up for this rapid expansion in our neighborhood.

Sincerely,
Mr. Don Jaeger
4318 Glencoe Ave. #5
Marina Del Rey, CA 90292

ENV-2016-3343-EIR - resident concerns about Paseo Marina development

Jim Jones <jpljones54@msn.com> Tue, Jul 18, 2017 at 3:27 PM
To: "Jonathan.Chang@lacity.org" <Jonathan.Chang@lacity.org>

To: Jonathan.Chang <Jonathan.Chang@lacity.org>

Sent: Tue, Jul 18, 2017 2:38 pm

Subject: ENV-2016-3343-EIR - resident concerns about Paseo Marina development

Dear Jonathan Chang,

I have resided at , Los Angeles, Ca, 90066 for over years. I am strongly opposed to the development project called Paseo Marina planned for my neighborhood and request that my comments be included in the environmental impact report, reference number ENV-2016-3343-EIR.

I am opposed to this project because I feel it creates unsustainable increases in population density which will cause unhealthy and dangerous traffic congestion in the surrounding residential neighborhoods, will cause unhealthy increases in pollution, diminish the social economic diversity of a traditionally working class neighborhood by forcing long time residents to move due to increases in rent, will eliminate a valuable community commercial hub by bulldozing local stores, shops and restaurants, overburden local schools and other public services, irreparably damage the character of my neighbor and decrease the quality of life for all of the neighborhood residents.

Already our neighborhood is experiencing the enormous increase in traffic congestion created by the Playa Vista development, an increase in the number of new apartment buildings and newly constructed "road diet" lane reduction areas. Our neighborhood does not have the infrastructure needed to sustain the current or planned population increases. As new apartment complexes continue to flood our neighborhood traffic congestion has risen toward unsustainable levels. Commute times have exponentially increased for local residents and our neighborhood streets are being flooded by drivers attempting to avoid the restricted areas. This creates an unsafe environment for neighborhood families due to both reckless drivers speeding through residential areas and long lines of idling cars attempting to merge onto major thoroughfares. The former makes our neighborhood streets unsafe for families, children and pets and the latter creates pollution hazards from exhaust and heavy metals. Increased traffic congestion and population density will also limit the ability of emergency services to reach residents in a timely manner creating a danger for the local community. The Paseo Marina development will significantly increase the population density of the area and exacerbate these problems. Soon our neighborhood will become untenable due increases of both traffic congestion, pollution and restricted access to emergency services. In my opinion, these reasons alone are enough to stop the Paseo Marina development.

Our neighborhood has traditionally been a quiet working class neighborhood with an economically diverse population. The continued inflation of real estate values, started by the "Silicon Beach" businesses, will be exacerbated by the addition of the Paseo Marina luxury apartments. Already long time residents are being priced out of their homes and forced to leave the westside. I like the diversity of my neighborhood and want it stay an affordable area for all residents. I loath the idea of becoming yet another westside enclave for the wealthy. Residents should not be forced out of their homes just because the area has suddenly become trendy. There are many elderly neighbors, multi-generational families and renters living in my neighborhood. They are great neighbors and I would hate to lose them because they are being priced out of the area. The Paseo Marina development will hasten the demise of our neighborhood's diversity and alter its character. For these reasons, I do not support this development.

Overcrowded schools lead to a decrease in the quality of education available to the students. Our local elementary school families have spent years working with the school administrators to building up the educational environment of the school. Paseo Marina will create a significant increase in population density, which may lead to overcrowding of local schools. Overcrowded conditions will quickly undo the strong gains seen in our local schools' culture and performance. In support of our neighborhood schools and the students that attend them, I request that Paseo Marina development be denied.

The Paseo Marina development will eliminate local businesses which provide an important social and commercial hub in my neighborhood. My family and I often walk to the movies, shops and restaurants that will be displaced by Paseo Marina apartments. I often walk to meet friends at our neighborhood coffee houses and restaurants. These businesses are a vital part of our local community. They offer a place for friends and families to gather, a walkable place for us to shop and socialize. Instead of wasting valuable time driving to another part of the city we have access to the amenities of our local family movie theater, restaurants and shops. This adds to the quality of life our neighborhood affords and enriches the families that live in the area. The loss of these businesses will be a loss of a valuable community resource, which will further diminish the character and quality of life currently experienced in my neighborhood. For these reasons, I feel the Paseo Marina development poses more harm than benefit for the local neighborhoods and community.

I strongly urge you to consider the immensely negative impact the Paseo Marina development will have on my community. For the reasons stated above, I strongly urge the City Council and the Mayor to reject this proposed development and any similar proposals for my neighborhood. Paseo Marina will increase the population density of our neighborhood irreparably damaging the surrounding neighborhoods, and increasing traffic congestion and pollution, which will permanently alter the quality of life and livability of my neighborhood. Please help to preserve the safety, integrity, diversity and quality of life in my neighborhood by rejecting the proposal to build the Paseo Marina luxury apartment development. Please include my concerns in your environmental impact report.

Sincerely,

Linda Jones
3771 Wasatch Ave.
Los Angeles, CA 90066

ENV-2016-3343-EIR (Marina Paseo)

Jennifer Judkins <jenniferjudkins@yahoo.com> Wed, Jul 12, 2017 at 4:50 PM
To: "jonathan.chang@lacity.org" <jonathan.chang@lacity.org>

Dear Mr. Chang,

I'm a longtime resident in the Marina del Rey/Culver West area; in fact we live just a few blocks away from this proposed project. We've seen much development, and are not opposed to it as such, but there is a point of saturation -- and this is it.

This proposal for the "Paseo" in the Marina is a new low. The traffic in our area has already increased dramatically in the last few years. Streets like Glencoe, which run immediately in front of this project, are packed in the rush hours: it takes three lights to turn left onto it from Mindanao. Those of us in the adjoining neighborhoods already experience the "cut-throughs," and we can barely find parking at the Pavilions as it is.

At what point do we say we are going to stop packing in people and buildings and start thinking about preserving the live-ability and the visit-ability of this lovely marina area? I've watched the entire development of Playa Vista, and no matter how much parking is provided to residents, they will still park on every available street to save time and avoid underground parking -- there is not a street free of cars anywhere in Phase I or II at any time. Where will these cars go in this development?

Finally, my academic work is in aesthetics, the philosophy of the arts. It means something to have beautiful spaces and thoughtful, careful urban planning. Development that is in the appropriate scale and density can be delightful and enriching to the neighborhood. Not this scale. Not this density.

It takes brave public officials to take a stand against this kind of greedy development, which has killed parking and commerce in several other areas of the city. We hope you will stand up not just for us, but for the kind of place we want the marina to be -- accessible and welcoming for the people of this city.

Sincerely,

Jennifer Judkins
Adjunct Professor, School of Music
UCLA

Jonathan Chang <jonathan.chang@lacity.org>

Over growth

Burton Kendall <Kendb@ca.rr.com> Mon, Jul 3, 2017 at 5:22 PM
To: Jonathan.Chang@lacity.org

Hello Jonathan,

As you know, we have an over growth problem in Los Angeles.

Replacing the Marina Market Place with 658 space apartments in the Marina is outrageous. If anything we need to down size. Most retail space are struggling with internet sales and over price commercial property. The infrastructure for public travel is very immature, at best. We have over aggressive drivers, poor road conditions, lack of poor quality bike ways, and poor public transportation. If we have a national disaster (which is highly likely) what will happen? No one can get out.

If you don't know what to do. Make it a green area. Perhaps native plants 🌱. What a concept- Space!

All The Best,
Burton Kendall
8512 Tuscany Ave
Unit 314
Playa Del Rey, CA 90293

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina Project ENV-2016-3343-EIR

Lisa Kienholz <lisakienholz@yahoo.com> Wed, Jul 12, 2017 at 1:57 PM
Reply-To: Lisa Kienholz <lisakienholz@yahoo.com>
To: jonathan.chang@lacity.org

Dear Mr Chang,

As a homeowner in the neighborhood, I am writing to express my deep concern about the potential Paseo Marina Project. One of the things that make this neighborhood attractive is the Glencoe/Maxella shopping center. This area gives us a neighborhood feel, a place that we can walk to for books, movies etc. This project would remove those services and the community feel aspect from the neighborhood and have a serious impact on the traffic congestion in the area.

A number of buildings have recently been built on the adjacent project, already increasing the traffic and maxing out the local services such as fire, police, schools, parks and grocery stores. Adding the additional residential units with 1217 parking spaces/cars will greatly over burden the local streets and freeway entrances/exits in the area and increase the burden on the local services.

The Environmental impact survey report lists all of my concerns as **Potentially Significant Impact**. I strongly believe that the city needs to address the current traffic and services issue BEFORE considering any additional large projects in this neighborhood.

Sincerely,

Lisa Kienholz
Homeowner
4124 Lyceum Avenue
Los Angeles, CA 90066

Re:
Case No: ENV-2016-3343-EIR
Project Name: Paseo Marina
Project Address: 13400-13450 Maxella Avenue, 4305-4363 Glencoe Avenue, Los Angeles, CA 90292
Council District: 11-Bonin

Jon Chang,
City of Los Angeles Dept. of Planning
Jonathan.Chang@lacity.org

Dear Mr. Chang,
I am writing to you as the LA City Planner in charge of the Paseo Marina Project.
Below are Comments regarding the Paseo Marina Projec
Please contact me if you have questions.

Thank you,
Carol M. Kirschenbaum
ckirschenbaum@gmail.com
13600 Marina Pointe Drive, Unit 608
Marina del Rey, CA 90292

COMMENTS

I. AESTHETICS
Disagree with the less than significant impact regarding a.
There are, in fact, looking east from the high rise residential buildings on Marina Pointe Drive, on the west side of Lincoln Blvd., it is possible that those views would be additionally impacted.
III. AIR QUALITY
Agree with the Potentially Significant Impact of a, b., c., and d.
Consider that this concern is especially true for this Project site, as it is not readily accessible by public transit. Many homeowners in the area were willing to pay a premium to be in this neighborhood near the ocean (including the high rises directly across Lincoln Blvd.) because it had better air quality and cooler temperatures, and this Project, as designed, could negatively impact air quality.
The existing air can contain visible particulates resulting in deposits on outdoor window sills, railings, balconies, etc.; additional would be unacceptable.
With concern for the adjacent residential units, the high rise residential units directly across from the Project on Lincoln Blvd., the Kids Pointe Pre-School attached to the Ralphs Grocery and in the other direction, Short Avenue Elementary and multiple additional residential units, I believe this should be studied in great detail.
Disagree with Less Than Significant Impact of e.
The anticipated additional traffic generated from this Project would, concurrently, cause the increase in fumes that tend to rise; hence, there is a possible addition of its odor affecting especially the high rise residential units, as well as the proposed 7 story Project units,

depending on the wind conditions. I disagree with the Less Than Significant Impact category and feel it should be studied in greater detail.

IV. BIOLOGICAL RESOURCES

It is regrettable that mature trees be removed and replaced with a landscaped design.

V. CULTURAL RESOURCES

VI. GEOLOGY AND SOILS

Agree with the Potentially Significant Impact of this category as there is much concern as to being in a potential seismic-related ground failure area and whether additional construction would exacerbate the existing environmental conditions.

VII. GREENHOUSE GAS EMISSIONS.

We believe this should be studied in great detail.

This concern is especially true for this site, as it is not readily accessible by public transit. Many homeowners in the area were willing to pay a premium to be in this neighborhood near the ocean because it had better air quality and cooler temperatures, and this Project, as designed, could negatively impact air quality.

VIII. HAZARDS AND HAZARDOUS MATERIALS.

We believe this should be studied in great detail.

The transport of hazardous materials needs extensive study as the density of residential housing units in the area, along with existing traffic slow down, could create a serious bottleneck if evacuation were required.

Consider the increased sensitivity of children to substances at the Kids Pointe Pre-School attached to the Ralphs Grocery (west side of Lincoln) and in the other direction, Short Avenue Elementary as well as children in the residential units.

The emergency response route, with construction activity and with the subsequent permanently increased traffic generated by the Project, should be studied in great detail.

I disagree with the statement that the Project construction is confined to the immediate vicinity of the Project Site and therefore would not interfere with these routes or have a significant impact on the City's emergency evacuation plan. The designated routes of Lincoln Blvd and Venice Blvd are very close to the Project site and, not infrequently, the traffic, as it now exists, is problematic and backed up to preclude movement through intersections.

This needs to be studied in great detail.

IX. HYDROLOGY AND WATER QUALITY including staging of construction vehicles and subsequently, with the anticipated and unacceptable increase in vehicular traffic as a result of the Project.

We believe this should be studied in great detail.

Some insurance companies consider some nearby areas on the west side of Lincoln Blvd. to be in a potential flood area and therefore, do not provide flood insurance.

Previous observations have shown that the area is underlain by a high water table in the general area.

A tsunami danger area is very close to the proposed Project area.

I question the Less Than Significant Impact category because of the proximity to the potential tsunami areas.

X. LAND USE AND PLANNING

I disagree with the conclusion of Less Than Significant Impact for item a. Depending on the interpretation / definition of Community & Neighborhood, the implementation of this Project being built, would in many ways, divide a community; as designed, it also has the possibility to disrupt and isolate an established community.

It has been suggested that the area should be developed with mostly neighborhood compatible retail, designed as a destination for walkers and bicyclists and accessible from the surrounding neighborhoods.
This development plans to remove almost 3/4 of the existing retail space (taking out 100,000 sf and replacing only 27,000 sf) with the result being to diminish the overall "walkability" of the neighborhood to restaurants and services. If the site owners wish to redevelop this space, many people feel that rather than more residential units, refurbishing the current retail and/or building out more and higher end or a mixed level of retail would better serve the community. Designing more walking access to services would also be a better option.
It is apparent, that toward the end of the Initial Study document, that the author does not consider the west side of Lincoln Blvd. as part of the Neighborhood. In fact, those residents are frequent customers of the area.
b. I disagree with easily and almost automatically granting Zoning and General Plan changes in order to accommodate a Project. The area needs to be reviewed as a whole but not with the slippery slope of a piecemeal approach.
Stella was constructed with zoning and other ordinance variances. In addition, the Stella Complex is now applying to add 65 additional units. REALLY?
Now, the description of this Project is seen as fitting the existing neighborhood. The Initial Study says: "The proposed uses are consistent with other land uses in the surrounding area and compatible with the Community". "….and no mitigation measures are required." Practically speaking, Stella and other projects have apparently, succeeded in setting precedent.
We do not believe that this slippery slope should continue. The maximum has already been done.
The owners / developers, stakeholders themselves, are within their rights to redesign the property. We recognize that there will be development but such must be neighborhood compatible and the existing ordinances that currently exist, should rule.
Over-build has already happened and thus, this Project must be adjusted to eliminate this residential aspect.
The Potentially Significant Impact is assigned; we believe this should be studied in great detail.

XII. NOISE

This should be studied in great detail.
Sound tends to rise. With this Project, as designed, and with the anticipated increase in traffic and emergency vehicles, it is expected that the long term level as well as the shorter duration of the construction noise would also increase.

XIII. POPULATION AND HOUSING.

Many are of the opinion that population growth in the Del Rey area and the surrounding communities should be stopped, at this point and time. The general plan needs to be updated to plan for infrastructure, etc. to accommodate an increase.
It is said that the city needs more housing units. With the estimate of 2.44 persons per household. this development would provide approximately 1,606 additional residents.
This would be sixteen hundred more residents on top of the 500 units, coming online, in this area, through the City of L A permitting; these numbers do not reflect the housing planned & / or permitted or under construction under the auspices of the County of L. A. (Admiralty Way, etc.). Currently, the traffic on Lincoln Blvd., alone, is unbearable; not to mention the major feeding arteries.
Increasing the residential inventory, to the extent of the Project design, with an undesirable design density, could result in the lowering of rental rates and thereby lowering the overall

property values of homeowners with concurrent diminishing property income. With appropriate planning, this possibility could be avoided.
I disagree with the conclusion that there is Less Than Significant Impact. I believe this should be studied in great detail.

XIV. PUBLIC SERVICES.
Agree with the assessment of fire & police protection, schools, parks and other public facilities per the Initial Study. We believe this should be studied in great detail.
XV. RECREATION
Agree that the existing recreational facilities would most likely not be adequate for an additional c. 1,600 residents / users. The mandatory open space of the Project design does not seem to be laid out such that it would substitute for public recreational facilities.
We believe that this should be studied in great detail.
XVI. TRANSPORTATION / TRAFFIC
Agree with the designation of the Potentially Significant Impact category.
Many comments regarding traffic are contained in this letter. And, it is noted that additional studies will happen in the course of the development of the application for this Project. Nonetheless, the following observation in a review of the County construction stands out.
In regards to modification of "Trader Joes / West Marine Boating Supply Store / Updated Yacht Club / Mix of other retailers in the unincorporated area of Marina del Rey, the following notation was observed: Dept. of Regional Planning acknowledged that traffic at seven intersections - including along Lincoln Blvd. and as far away as Venice Blvd - could be significantly impacted during the evening rush hour, adding that "no feasible mitigation measures exist to reduce these impacts". Part of the Vision Statement of Marina del Rey (unincorporated section) includes: Construct enhanced gateways near the intersections of Bali, Mindanao, and Fiji Ways with Lincoln Boulevard.
Given the existing situation and most resident's view of the traffic issues, it would seem to be very difficult to realize such with the existing situation, let alone one with the increased traffic of all that is mentioned here, in addition to the Paseo Marina Project, as designed.
It is also not infrequently observed that emergency vehicles find it necessary to travel on the opposite side of the roadway in order to drive forward.
We believe this aspect should be studied in great detail.
XVII. TRIBAL CULTURAL RESOURCES.
Agree that there may be Potentially Significant Impact.
Requirements regarding Native American Historical Monuments have been seen on some condominium properties' documents in nearby areas.
XVIII. UTILITIES AND SERVICE SYSTEMS.
There is already anecdotal evidence that the existing utilities and service systems are stressed.
We believe that this should be studied in great detail.
XIX. MANDATORY FINDINGS OF SIGNIFICANCE
The cumulative effects are extremely significant when viewed in connection with the effects of past projects, the effects of other current projects and the effects of probable future projects.
We believe this should be studied in great detail.

Additional Comments Pertinent to the Project:
There seems to be inadequate ingress and egress. The east – west Paseo would be pedestrian oriented but would also provide emergency vehicle access. This seems inadequate.
There appears to be no designated moving & delivery truck staging / dock.

Additional step backs consistent with the existing zoning & applicable codes should be incorporated.
c. page A-16 states that Project construction is to be in one phase; in a few conversations with staff, they stated 3 phase construction. Which is correct?
What limitations will there be as to staging haul trucks along the 90 and Lincoln Blvd and Maxella Ave.?
What is provided for construction crew parking? If in remaining parking lot, could impact customer parking for those stores for 2 to 3 years of construction.

Some of the Suggested Alternatives include the following.

a public park, privately maintained (where the existing B & N is located) in lieu of the extent of the "Paseos" which could be viewed as dead space, leading to nowhere and despite an illustration to the contrary, in reality, won't accommodate a pedestrian walkway and a bicycle path. This area (neighborhood) is perceived as being short on green / open space; though, in discussions, a destination such as a book store (perhaps also suggest that such be included) is a highly desirable.

It has been suggested that the area should be developed with mostly neighborhood compatible retail, designed as a destination for walkers and bicyclists and accessible from the surrounding neighborhoods.
Another idea is to incorporate a neighborhood growing garden; possibilities are at both the ground and rooftop levels.
Other suggestions include a restaurant which also schedules cooking classes; Farmers Market location.
And, an issue that seems to come up, repeatedly, when development in this area has been discussed, is the feasibility of a pedestrian bridge over Lincoln Blvd.

If the site owners wish to redevelop this space, many people feel that rather than more residential units, refurbishing the current retail and/or building out more and higher end or mixed level of retail would better serve the community. Designing more walking access to services would also be a better option.

What is NOT acceptable
Automatic Zoning Change and Plan Amendments

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina Case# ENV-2016-3343-EIR

Kenneth Klein <kenkenmdr@outlook.com> Sat, Jul 15, 2017 at 2:31 PM
To: "jonathan.Chang@lacity.org" <jonathan.Chang@lacity.org>

Dear Mr. Chang:

This note regarding the proposed building of the PASEO MARINA site at Glencoe and Maxella Ave in Marina Del Rey.

1. UTILITIES/SERVICE SYSTEMS: The density of Paseo Marina will add from 685 to perhaps double that considering the 685 apartments to be part of the project. That many additional persons will stress the public utility services in this area in terms of electricity, water, waste water and gas.
2. PUBLIC SERVICES: This will overwhelm the food service industry in this area.
3. PUBLIC SERVICES: This will overwhelm the food markets, including Pavillion, Gelsons and Ralphs. There are long lines there already.
4. The AIR QUALITY will be adversely affected by the addition of at least 1000 more vehicles to the area.
5. CROWDING: The additional commercial spaces will add additional visits from out-of-the-area persons.
6. PUBLIC SERVICES: Removing the POST OFFICE is a particular hardship for all residents INCLUDING the new residents since we can now walk to the post office.
7. The POST OFFICE may also need to be expanded to serve the increased size of the community.
8. TRAFFIC/TRANSPORTATION: Traffic, wow, it is already very congested especially Lincoln Blvd.
9. TRAFFIC / HAZARDS: Traffic now is trying to escape Lincoln Blvd by using Glencoe and Redwood avenues which creates a hazard for those residents whose garage alleys open onto those streets. This creates more traffic on those escape routes.
10. TRAFFIC / HAZARDS: Ditto for Maxella which is already a hazard to those trying to enter Maxella from a garage along it.
11. AIR QUALITY: will be affected by the enormity of the proposed SEVEN STORY apartment buildings. The breezes from the ocean now enjoyed by all in this area will be affected.
12. The layout of the open space between the new buildings SEVERLY CHANGES the WALKABILITY & ASTHETICS of the area. Current residents will not feel right about walking through the new areas between the new buildings and will probably avoid them.
13. HOMELESS: The new buildings will create an inviting area for the homeless population.
14. SECURITY: What about security in the new complex? How are you handling the security with all the new residents?
15. For SECURITY, How are you handling the multitude of visitors to all the new commercial stores?
16. RECREATION: What about recreation and exercising? How are you able to provide BIKE PATHS?
17. RECREATION: I ride my bike every day. How can you create secure access to the Marvin Braude Bike Path. It is tough enough as it is. With more residents will be more bike riders.
18. TRAFFIC: Are the local streets affected (Maxella, Glencoe, Redwood, Mindanao) getting PERMIT PARKING RIGHTS?

Sincerely Yours,

Kenneth Klein

Maxella Avenue Resident of Marina Del Rey

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina Project - 13450 Maxella, Marina Del Rey

Greg Klinger <dilbert@earthlink.net> Sun, Jun 11, 2017 at 7:46 PM
To: jonathan.chang@lacity.org

Mr. Chang:

I am extremely dismayed that your office would even consider allowing a project with the size and scope of the Paseo Marina project to be constructed in the Marina Del Rey area. Currently Lincoln Blvd and the other streets in the area already at over capacity; projects such as Paseo Marina would only add more traffic to these streets, making a bad situation even worse. I ask that instead of even considering projects such as Paseo Marina, that your office fixes the existing traffic gridlock that we Westide residents currently content with day in and day out.

Thank you

Greg Klinger

Jonathan Chang <jonathan.chang@lacity.org>

Re: ENV-2016-3343-EIR/Paseo Marina Project

Kathy Knight <kathyknight66@gmail.com> Mon, Jul 17, 2017 at 5:19 PM
To: Jonathan.Chang@lacity.org

July 17, 2017

Mr. Jonathan Chang
Dept. of City Planning
City of Los Angeles
200 No. Spring St.
Los Angeles, CA 90012

Dear Mr. Chang:

I am very concerned about the proposed Paseo Marina project. I did not receive any notice about it, and only heard about it from a friend.

This project is way too big for this area. The following concerns need to be addressed before it is approved.

1. What is the impact of this many new residents (658 new luxury apartments with a parking garage) on this already traffic congested area?

2. What is the impact of new car trips on the Ballona Wetlands Ecological Reserve (BWER) that is just south of this site? It is one of the last wetlands left on the California coast - with over 95% of our coastal wetlands already destroyed. Wildlife of Ballona is ALREADY having a hard time crossing these roads with the current traffic. They are killed frequently.

The impact of this development on the BWER needs to be studied. California tax payers paid $139 million to save this wetland, and their money should not be wasted.

I have been volunteering for the past 25 years as have other citizens to save and protect this wetland. PLEASE DO NOT HARM IT with this proposed big development.

3. This area does not need more luxury housing. There is plenty of it already in the area.

This project needs to be scaled down. I support the comments also mentioned in the letter by Phyllis Chavez of July 15, 2017.

4. Loss of a local bookstore, and cinema which are community serving places should not happen.

Again, this project badly needs to be scaled way down to not have a negative impact on the local community.

Thank you,

Kathy Knight
kathyknight66@gmail.com
(310) 450-5961

From: joy kondo jtk1119@gmail.com
Subject: Paseo Marina Development - Marina Del Rey
Date: Jul 8, 2017, 12:49:27 PM
To: Jonathan.Chang@lacity.org

RECEIVED
CITY OF LOS ANGELES
JUL 24 2017
MAJOR PROJECTS
UNIT

Dear Mr. Chang,

I am a homeowner at The Cove in Marina Del Rey. Along with many of my neighbors,
I am very concerned about the additional traffic, the challenging access for emergency vehicles , and overall congestion in regards to the proposed Paseo Marina Development.

I look forward to hearing back from you with your responses to these concerns:

1. Has the Sares-Regis Group done the most strenuous traffic study?

2. What is the plan for a more timely and effective emergency vehicle access? The intersection of Maxella and Lincoln becomes gridlocked at certain times of the day due to the sheer volume of traffic.

3. The 1217 parking spaces will not be sufficient in accommodating the proposed 658 residential units, retail businesses, and restaurants. With insufficient commercial use parking, it is a design for failure resulting in a minimal attraction for future quality tenants. If customers cannot find parking, they do not patronize businesses.

4. Our streets are already overcrowded with traffic. On-street

parking is not safe and not a viable option. Santa Monica faces this challenge.

5. With the current homeless and transient population already here, what is the plan for additional security? In January of 2016, an innocent young woman was murdered at the Villa Marina Marketplace.

6. There are currently 2 other large residential projects being built here in MDR. The Neptune Development of 526 units on Via Marina and Marquesas Way, and the AMLI multi-family complex of 585 units at the intersection of Via Marina and Panay Way. With over 1100 new residential units in these 2 new developments alone, there will be even more traffic and congestion as they funnel into Admiralty Way, Lincoln, and Washington.

7. How can our infrastructure support all of this additional traffic, congestion, water consumption, trash collection, as well as maintaining effective emergency vehicle response times?

8. Can you kindly provide the Environmental Impact Report that was done?

Mr. Chang, thank you in advance for your time and consideration with these concerns.
I speak for many, in that our hope is for a well thought out master plan of smart controlled growth which will preserve this jewel of Los Angeles and our quality of life.

Best regards,
Joy Kondo
13650 Marina Del Rey
The Cove #401
Marina Del Rey
90292

201.394.9969

Sent from my iPad



Hope to hear back from you, Thanks!

Paseo Marina Development - Marina Del Rey

joy kondo <jtk1119@gmail.com> Sat, Jul 8, 2017 at 12:49 PM
To: Jonathan.Chang@lacity.org

Dear Mr. Chang,

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I am very concerned about the additional traffic, the challenging access for emergency vehicles , and overall congestion in regards to the proposed Paseo Marina Development.

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Best regards,
Joy Kondo
13650 Marina Del Rey
The Cove #401
Marina Del Rey
90292

201.394.9969

Sent from my iPad

Jonathan Chang <jonathan.chang@lacity.org>

ENV-2016-3343-EIR

Greg Kozikowski <kozikowskig@yahoo.com> Fri, Jul 14, 2017 at 3:49 PM
Reply-To: Greg Kozikowski <kozikowskig@yahoo.com>
To: Jonathan.Chang@lacity.org

ENV-2016-3343-EIR

Paseo Marina

Were you here for Northridge? Picking up your books from the floor is one thing, but no electricity or clean water for a week will get your attention. The roads are jammed now. How is the city going to supply emergency services?

Greg Kozikowski
12751 Short Ave
LA CA 90066

Jonathan Chang <jonathan.chang@lacity.org>

development at Glencoe and Maxella

jaclynne kroskrity <jgkroskrity@hotmail.com> Mon, Jul 10, 2017 at 10:49 PM
To: "Jonathan.Chang@lacity.org" <Jonathan.Chang@lacity.org>

Mr. Chang,

I am writing to express my concern about the possible development at the corner of Glencoe and Maxella. I am extremely disappointed that such a massive development would be proposed and potentially accepted. While it is the corner of a retail area, it is adjacent to a residential area. Access to the development will end up increasing traffic on narrow residential streets.The traffic has already become overwhelming. I work at Venice High School. It takes me about 5 minutes to get to school in the morning but 20 + minutes to get back home at 3:30 -4:00pm. I try to shop late in the day at Ralph's so as not to hit the traffic at the corner of Glencoe and Maxella. Access to the development will end up increasing traffic on narrow residential streets. Also, the addition of such a tall building does not fit with the community. you are removing businesses that are an integral part of our community. Our community is not only the new, young tech people, it is also a community of families and older community members.

Logistically, where will these new residents send their children to school? We have no parks and no recreational centers. Our children can not walk to a park to play baseball, yet your commission keeps approving more and more residential and retail centers. Please reconsider.

Please do not approve the plans for this monstrosity.

Sincerely,

Jaclynne Kroskrity, PhD

Del Rey Resident

Jonathan Chang <jonathan.chang@lacity.org>

ENV-2016-3343-EIR Paseo Marina

Debra Langford <debra@debralangford.com> Wed, Jul 19, 2017 at 10:02 AM
To: jonathan.chang@lacity.org

Dear Mr. Chang,
I realize that the public comments due date ended yesterday (7/18/2017) at 4pm, but I am hoping that you will accept this email in the review of comments, especially as I think it's synchronicity with the LA Times article of today: http://www.latimes.com/local/abcarian/la-me-abcarian-venice-density-20170719-story.html. I believe that Marina del Rey could face the same demise and public outcry with a project of the size presented in the Paseo Marina.

I have lived in the Marina for 25 years and while my jobs have been in the valley, Burbank, Hollywood, and now East LA, I have never considered relocating due to the beauty, safety, multiculturalism, good retail options, non-crowding and unique profile of the Marina. The neighborhood businesses of the movie theaters, Barnes & Noble, Panda Express and the Pavillions are very important for the day-to-day needs and wants of the homeowners, renters. And, the Post Office is a critical component after being relocated from their larger space in the other Marina complex. This mammoth project, specifically at this location, will damage the Marina and challenge the reason why so many residents continue to choose a Westside location. Traffic is already a huge issue and it takes an extraordinary amount of time to just get to and from Lincoln to my home on Mindanao and Glencoe.

I hope my comments are helpful and provide insight on why this project as proposed should not move forward.

Sincerely,
Debra Langford
Marina Homeowner

Jonathan Chang <jonathan.chang@lacity.org>

ENV-2016-3343-EIR

clumber.clumber@gmail.com <clumber.clumber@gmail.com> Fri, Jul 14, 2017 at 11:33 PM
To: Jonathan.Chang@lacity.org

Project name: Paseo Marina
Case#: ENV-2016-3343-EIR

Dear Jon Chang:

Many fellow homeowners of our community Villa Marina (located on La Villa Marina, Admiral Avenue, Fiji Way and Mindanao Way — right across from the hospital) share the opinion this project is too big considering all the recent development that has taken place on Alla, Redwood, Playa Vista, the new Hotel, Trader Joe's, the hospital, etc. We would like to see what can be done to make this project smaller and less impacting on the site. We've met with many people who share this feeling and below are listed our objections to this project:

1.The density is not in keeping with the majority of other buildings height in the Marina.

2.Our community cannot support more congestion.

3.The closest Post Office will be 3 miles away, not in the walking distance.

4.Retail stores will be reduced and the need to go places by auto will be increased.

5.Our air quality will be compromised both for people and surrounding vegetation.

6.This area was zoned for light manufacturing and is not capable of supporting 658 residential units.

7.With more restaurants, more liquor licenses will be requested which will change the character of our neighborhood.

8.We moved into this neighborhood in anticipation of us getting older and the wish to be able to walk to the many services available; this project would reduce those services.

Here is what we propose for all the reasons cited above:

1.The scale of the Paseo Marina project must be minimized to the development of two buildings.

2.The 7 stories must be reduced to 3 stories of apartments and retail.

3.No matter what, Paseo Marina MUST keep the Post Office here of equivalent if not greater size and capacity. That should be mandatory to the development's costs at no charge to the city or taxpayers here.

4.The number of liquor licenses must be a minimum, so as not to alter the character of the neighborhood.

5.Paseo Marina must agree to adequate FREE PARKING for the public.

6.Paseo Marina must include the movie theater in its retail space because one theater alone (on Maxella and Glencoe) will not accommodate the rise in population.

7.In fact, Paseo Marina must disclose the list of proposed tenants that would move in.

8.Paseo Marina must disclose the quality of the design of the building so that it is not an eyesore.

9.Paseo Marina must also include community benefits and donate a minimum of $1MM to the surrounding community events, the community enhancements, and specifically to the Marina Villa Council.

10.There are many elderly people in this area, and Paseo Marina must not create greater stress and hardship upon the residents of the area due to changes that will occur, and these changes must be minimal.

11.Paseo Marina must also pay for the security gates to Villa Marina Change.

12.Paseo Marina must make sure that the coastal commission agrees to provide permitted parking for surrounding neighborhoods who will need it so that no residents/tenants/guests thereof park in surrounding neighborhood parking.

These are the musts that must be agreed upon by the Paseo Marina developers. We are not against the development and growth, but not at a scale like this which will diminish the environment and living standards of everybody here as opposed to enhance them. For all the reasons cited above, the scale of the Paseo Marina venture is out of alignment with the area, and they need to scale back and make serious, honorable concessions and give-backs to the community.

ENVIRONMENTAL ISSUE & IMPACTS

Here are the key issues of potential impacts of concern that should be analyzed in the Environmental Impact Report:

Aesthetics
Air Quality
Biological Resources
Geology and Soils
Greenhouse Gas Emissions
Hazards and Hazardous Materials
Hydrology / Water Quality
Land Use and Planning
Noise
Population and Housing
Public Services
Recreation
Traffic / Transportation
Utilities / Service Systems

Thank you.

YELENA LANSKAYA | IMDB

Villa Imperia
4728 La Villa Marina, Unit A
Marina del Rey, CA 90292

ENV-2016-3343-EIR

clumber.clumber@gmail.com <clumber.clumber@gmail.com> Sat, Jul 15, 2017 at 12:29 PM
To: Jonathan.Chang@lacity.org

Project name: Paseo Marina
Case#: ENV-2016-3343-EIR

Dear Jon Chang:

I've forgotten to include one major point: *the infrastructure isn't there to support this growth!*

-- The grids are old and aren't capable of holding all the power needed to heat and cool buildings, which will cause even more power outages than we usually have that are so often!

-- Similarly, our water and sewer pipes are ancient too and cannot support any new projects, yet alone such a huge one as Paseo Marina.

-- There are not enough roads either, the traffic is unbearable as it is already, our streets look like a parking lot during the rush hours -- are there plans to build the new roads? Are we to buy the helicopters to come in and out of Marina?

Propositions

-- The number of units of Paseo Marina development must be reduced drastically -- half of at least 1/3. The building of new common use facilities and businesses as a post office, movie theater, stores -- should be increased. Paseo Marina must build the new infrastructure for the area they build in, and here comes the second proposition:

-- The Paseo Marina development, along with other new developments, must be obligated to cooperate and finance the improvement of the area's infrastructure. This should be a must for any company wanting to bring their development to our area. There must be a project created where all the new developments, including Paseo Marina, would be funding the replacement of the old infrastructure with the new upgraded one for the whole area, not just their new structures. At present, they just enter to use our infrastructure when it is cannot support even the existing neighborhoods!

Thank you,

Yelena Lanskaya | IMDb

Villa Imperia in Villa Marina Community
4728 La Villa Marina, Unit A, 90292

Jonathan Chang <jonathan.chang@lacity.org>

Opposition to Paseo Marina Development

Kathleen LeBrun <klebrun@ca.rr.com> Mon, Jul 17, 2017 at 11:06 PM
To: jonathan.chang@lacity.org

Dear Mr. Chang,

I am writing to express my opposition to the Paseo Marina project currently under consideration for development on Maxella and Glencoe Avenues in Marina del Rey. This proposed development is much too dense and tall for the neighborhood.

Destroying the existing retail business would have a detrimental effect on current residents, many of whom are long-term residents and elderly. Having the current retail stores is of great assistance to the aging population of the area, as it is a short drive. The ability to walk to retail stores is imperative for many who are no longer able to drive.

The Paseo Marina development would bring large numbers of additional automobiles into our neighborhood, which has already seen an astronomical increase in traffic due to the many large residential developments already existing in this area. The traffic generated by Paseo Marina residents would push this area into a gridlock situation. It would make crossing the street even more dangerous!

The proposed height of the Paseo Marina project would not fit in with the current neighborhood and would allow for an unreasonable number of residents in the already congested area.

In the last couple of years, there has been a building boom in this area, with many new residential units added. Since the area has already been extensively and densely developed, it seems very excessive and unnecessary to add yet another large development to the area. And this development would do nothing to help solve L A's lack of affordable housing.

Please take this objection and all the other objections you have no doubt received, and give serious consideration to denying the Paseo Marina development project.

Sincerely,

Kathleen LeBrun
4425 Alla Road #4
Marina del Rey, CA
(310) 578-5698

ELIZABETH LEES / MELVIN SCHWIMMER
13078 MINDANAO WAY, #209
MARINA DEL REY,
CA 90292

RECEIVED
CITY OF LOS ANGELES
JUL 14 2017
MAJOR PROJECTS
UNIT

June 29, 2017

Mr. Jon Chang
Major Projects Section
City of Los Angeles Dept. of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

Dear Mr. Chang

Re: Case # ENV-2016-3343-EIR, Paseo Marina

We are writing to register our opposition to the above proposed project based on the ongoing negative impact it will have on our neighborhood, our local infrastructure and our neighbors.

The project as it stands proposes to add 658 residential units where currently there are none. To add 658 residential units in one small area of one small section of an already densely condo-developed area would add enormously to the traffic problems we already endure. Lincoln Boulevard all the way from Santa Monica to south of Playa Vista is already a traffic nightmare during peak travel times. God forbid there should be construction also which there often is which adds to the misery.

Marina del Rey is already a densely populated area and adding three seven story apartment buildings on one comparatively small lot would add enormously to issues we already have, not only traffic previously mentioned, but also parking and noise.

The project plans for underground parking for these 658 units, but very little it seems for the "27,300 square feet of neighborhood-serving commercial uses". This means people patronizing these new businesses would overflow park in the next door shopping center impacting parking there which is often filled to capacity as it is. Additionally the established business in the current Marina Marketplace would be displaced and the chances of the small mom & pop type businesses currently there would be unlikely to afford the new (no doubt higher) rents.

While we agree that the Marina Marketplace could do with a facelift (like it's neighboring center) we would ask that the city not permit this development as proposed. We ask that the developers come back with a revised plan for much fewer residential facilities and more available parking IN THEIR OWN DEVELOPMENT so as not to impact surrounding parking areas and streets.

Thank you for your consideration.

Elizabeth J Lees

Melvin R Schwimmer

RE: ENV-2016-3343-EIR - Paseo Marina

Kenneth Legaux <kjlegaux@hotmail.com>
To: "Jonathan.Chang@lacity.org" <Jonathan.Chang@lacity.org>

Sat, Jul 15, 2017 at 2:16 PM

Sent from Outlook

To: "Jonathan.Chang@lacity.org" <Jonathan.Chang@lacity.org>
Sent: Saturday, July 15, 2017 9:36 AM
Subject: RE: ENV-2016-3343-EIR - Paseo Marina

Dear Mr. Chang,

I am deeply concerned upon hearing of the proposed Paseo Marina project.

I realize I probably will not be able to stop the project. I am asking that the project be scaled down. The proposed project area is already a busy shopping center. I feel that replacing Barnes and Noble, DSW and the AMC Classic theater with 658 Luxury apartment consisting of 3 seven story buildings and a parking garage is not in the best interests of the neighborhood and will change the character and feel of it dramatically.

The traffic implications are staggering. I see increased road congestion in a location where it is already a problem due to the other recent and continuing apartment projects. The strain and impact on our roads, sewer services, water use, our emergency services, simply stated, our existing infrastructure, is a given. The increased pollution, noise, population density deeply concerns me. I believe our quality of life will be greatly and negatively affected.

The removal of local retailers is also a great concern. A unique little "village" will be turned into a cookie cutter copy of every other new development that has come into being of late. Unique areas are disappearing at an alarming rate. Change is inevitable but it doesn't have to look like this.

I continue to hear about the necessity for more housing, especially affordable housing. This project will not aid in helping that cause. If more housing and affordable housing is a real concern, this project is not the answer.

Please share my concerns and comments with all involved with the project. If we can't stop the project, I ask that it be scaled down to a much smaller footprint and impact.

Thank you for reading my letter. Updates on the project would be appreciated.

Sincerely,
Kenneth Legaux

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CITY OF LOS ANGELES
JUL 24 2017
MAJOR PROJECTS
UNIT

July 15, 2017

Jon Chang
Dept. of City Planning
City of Los Angeles
200 N. Spring Street
Los Angeles, CA 90012

Re: ENV-2016-3343-EIR/Paseo Marina Project

Dear Mr. Chang,

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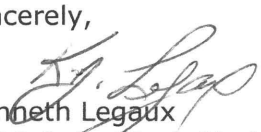
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Please share my concerns and comments with all involved with the project. If we can't stop the project, I ask that it be scaled down to a much smaller footprint and impact.

Thank you for reading my letter. Updates on the project would be appreciated.

Sincerely,



Kenneth Legaux
2112 Ocean Park Blvd., Apt 5
Santa Monica, CA 90405

Jonathan Chang <jonathan.chang@lacity.org>

I am opposed to to PASEO MARINA on Glencoe and Maxella

Phyllis Lessin <pjlessin@gmail.com> Wed, Jul 5, 2017 at 1:10 PM
To: Jonathan.chang@lacity.org

I AM OPPOSING THE PROPOSED DEVELOPMENT CALLED “PASEO MARINA” ON GLENCOE AND MAXELLA.

This development will negatively affect the community and its cultural resources, because of excess traffic and how that affects
air quality, noise, overcrowding of housing, because of removal of Barnes and Nobel bookstore, and because of overuse of utilities, land use, and space for small businesses.

Thank you.
Phyllis Lessin
13082 Mindanao Way #15
Marina Del Rey, CA 90292

Jonathan Chang <jonathan.chang@lacity.org>

MDR development ENV-2016-3343-EIR

suzanne levy <suzannelevy1@yahoo.com> Tue, Jul 18, 2017 at 3:57 PM
Reply-To: suzanne levy <suzannelevy1@yahoo.com>
To: "jonathan.chang@lacity.org" <jonathan.chang@lacity.org>

I live in Marina Del Rey and am very worried about the traffic congestion this new development will cause. Lincoln is already jam packed, and if this development goes ahead at this capacity, Glencoe will become gridlocked too. Please rethink this.

Suzanne Levy

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina Scoping CASE NO.: ENV-2016-3343-EIR

Michael L. Lewis <michaellewis12@ca.rr.com> Mon, Jul 17, 2017 at 1:14 PM
To: Jonathan.Chang@lacity.org
Cc: councilmember.bonin@lacity.org, proposedpaseomarina@gmail.com

Jon Chang

Major Projects Section

City of Los Angeles Department of City Planning

200 N. Spring Street, Room 750

Los Angeles, CA 90012

Fax: 213-978-1343

E-mail: Jonathan.Chang@lacity.org

CASE NO.: ENV-2016-3343-EIR

PROJECT NAME: Paseo Marina

PROJECT APPLICANT: Sares-Regis Group

PROJECT ADDRESS: 13400-13450 Maxella Avenue, 4305 Glencoe Avenue,
Los Angeles, California, 90292

COMMUNITY PLANNING AREA: Palms - Mar Vista - Del Rey

COUNCIL DISTRICT: 11 – Bonin

Dear Mr. Chang:

This communication contains my comments for the scoping.

The Villa Marina Shopping Center contains the U.S. Post Office for Marina Del Rey in the area proposed for redevelopment. When the Post Office was moved to its current location the Postal Service posted a notice in the Post Office window, announcing that there was no other suitable location in the area. The continued piecemeal redevelopment in the Marina area has only decreased the space for relocating the Post Office while increasing the potential demand. Piecemeal redevelopment has only made the relocation in the marina area more unlikely and the resulting increase in traffic in the marina should be studied.

In addition, the area for redevelopment includes the United Parcel Service location. UPS and the US Postal Service are the two named carriers for making Amazon returns.

It should be clear that the cumulative impact be studied must therefore include: where do the Post Office and UPS go? Are they gone from this area of the Marina? The transportation study must clearly examine how much work at home effects (e.g., decreased commuting). Similarly for shopping including returns.

The proposed traffic study only identifies the Glencoe intersections at Maxella and Mindanao Way to be studied. Midway between those two intersections is a pedestrian cross-walk and traffic signal and several entrances and exits from the Villa Marina shopping center and the Villa Velletri parking lot on the opposite side of the street. Many drivers enter and leave the existing shopping center and ignore the flashing red traffic signal a few feet away at the mid-block pedestrian walkway. Control of the traffic to mitigate the mid-block conflicts should be studied.

Sincerely,

Michael Lee Lewis

4351 Redwood Ave., #4

Marina Del Rey, Ca. 90292

Jonathan Chang <jonathan.chang@lacity.org>

I am writing to you today regarding a very important issue

Terry Lewis <sherrick.lewis@everyactioncustom.com> Tue, Jun 27, 2017 at 2:04 PM
Reply-To: sherrick.lewis@gmail.com
To: Jonathan.Chang@lacity.org

Dear Major Projects and Environmental Analysis Section Jon Chang,

I am writing to you in support of the proposed 658-unit mixed use development, including 66 dedicated affordable housing units, at 13450 W. Maxella Ave. I respectfully urge the LUPC to approve this project.

This project will provide much-needed housing in the greater Los Angeles region, which is facing a severe housing shortage. I believe that these housing challenges can only be addressed if everyone in the region does their part. It is especially encouraging to see the developer providing badly needed affordable units in the development as well. Los Angeles can't afford to disallow or reduce new housing, especially affordable housing, during this housing crisis.

This project is in a good location for housing. It is directly served by multiple bus lines and many neighborhood amenities such as shops and restaurants are within easy walking and cycling distance.

For these reasons, I believe this is a good project for the region and respectfully urge the city to allow the project to proceed as proposed.

Sincerely,
Terry Lewis
5900 Center Dr Los Angeles, CA 90045-8945
sherrick.lewis@gmail.com

ENV-2016-3343-EIR - resident concerns about Paseo Marina development

Martina Linden <martina@oplusl.com> Tue, Jul 18, 2017 at 3:55 PM
To: Jonathan.Chang@lacity.org

Dear Jonathan Chang,

I have resided at St, Los Angeles, Ca, 90066 for over years. I am strongly opposed to the development project called Paseo Marina planned for my neighborhood and request that my comments be included in the environmental impact report, reference number ENV-2016-3343-EIR.

I am opposed to this project because I feel it creates unsustainable increases in population density which will cause unhealthy and dangerous traffic congestion in the surrounding residential neighborhoods, will cause unhealthy increases in pollution, diminish the social economic diversity of a traditionally working class neighborhood by forcing long time residents to move due to increases in rent, will eliminate a valuable community commercial hub by bulldozing local stores, shops and restaurants, overburden local schools and other public services, irreparably damage the character of my neighbor and decrease the quality of life for all of the neighborhood residents.

Already our neighborhood is experiencing the enormous increase in traffic congestion created by the Playa Vista development, an increase in the number of new apartment buildings and newly constructed "road diet" lane reduction areas. Our neighborhood does not have the infrastructure needed to sustain the current or planned population increases. As new apartment complexes continue to flood our neighborhood traffic congestion has risen toward unsustainable levels. Commute times have exponentially increased for local residents and our neighborhood streets are being flooded by drivers attempting to avoid the restricted areas. This creates an unsafe environment for neighborhood families due to both reckless drivers speeding through residential areas and long lines of idling cars attempting to merge onto major thoroughfares. The former makes our neighborhood streets unsafe for families, children and pets and the latter creates pollution hazards from exhaust and heavy metals. Increased traffic congestion and population density will also limit the ability of emergency services to reach residents in a timely manner creating a danger for the local community. The Paseo Marina development will significantly increase the population density of the area and exacerbate these problems. Soon our neighborhood will become untenable due increases of both traffic congestion, pollution and restricted access to emergency services. In my opinion, these reasons alone are enough to stop the Paseo Marina development.

Our neighborhood has traditionally been a quiet working class neighborhood with an economically diverse population. The continued inflation of real estate values, started by the "Silicon Beach" businesses, will be exacerbated by the addition of the Paseo Marina luxury apartments. Already long time residents are being priced out of their homes and forced to leave the westside. I like the diversity of my neighborhood and want it stay an affordable area for all residents. I loath the idea of becoming yet another westside enclave for the wealthy. Residents should not be forced out of their homes just because the area has suddenly become trendy. There are many elderly neighbors, multi-generational families and renters living in my neighborhood. They are great neighbors and I would hate to lose them because they are being priced out of the area. The Paseo Marina development will hasten the demise of our neighborhood's diversity and alter its character. For these reasons, I do not support this development.

The Paseo Marina development will eliminate local businesses which provide an important social and commercial hub in my neighborhood. My family and I often walk to the movies, shops and restaurants that will be displaced by Paseo Marina apartments. I often walk to meet friends at our neighborhood coffee houses and restaurants. These businesses are a vital part of our local community. They offer a place for friends and families to gather, a walkable place for us to shop and socialize. Instead of wasting valuable time driving to another part of the city we have access to the amenities of our local family movie theater, restaurants and shops. This adds to the quality of life our neighborhood affords and enriches the families that live in the area. The loss of these businesses will be a loss of a valuable community resource, which will further diminish the character and quality of life currently experienced in my neighborhood. For these reasons, I feel the Paseo Marina development poses more harm than benefit for the local neighborhoods and community.

I strongly urge you to consider the immensely negative impact the Paseo Marina development will have on my community. For the reasons stated above, I strongly urge the City Council and the Mayor to reject this proposed

development and any similar proposals for my neighborhood. Paseo Marina will increase the population density of our neighborhood irreparably damaging the surrounding neighborhoods, and increasing traffic congestion and pollution, which will permanently alter the quality of life and livability of my neighborhood. Please help to preserve the safety, integrity, diversity and quality of life in my neighborhood by rejecting the proposal to build the Paseo Marina luxury apartment development. Please include my concerns in your environmental impact report.

Sincerely,
M. Linden

M a r t i n a L i n d e n

O + L B u i l d i n g P r o j e c t s LLC I 4509 Grand View Blvd. I Los Angeles CA 90066
www.OplusL.com phone 3 1 0 - 3 9 0 1 6 5 0 I fax 3 1 0 - 3 9 0 1 6 4 9

Jonathan Chang <jonathan.chang@lacity.org>

Fwd: Proposed Paseo Marina Project

Abigail Lipman <abbywl@gmail.com> Mon, Jul 17, 2017 at 4:12 PM
To: jonathan.chang@lacity.org

--
Abby Lipman
abbywl@gmail.com
401-580-2404

Begin forwarded message:

From: Abigail Lipman <abbywl@gmail.com>
Date: July 16, 2017 at 2:31:02 PM PDT
To: jonathan.chang@lacity.com
Subject: Proposed Paseo Marina Project

Dear Mr Chang,

I live at 4140 Glencoe and am concerned about the limited amount of parking for the proposed Paseo Marina Project. The living and retail space will drive a ton of people to an already busy area, and also will not provide enough parking for the number of people it will attract. Not to mention this will make the traffic even worse. As such, I oppose the project unless more parking can be provided. I don't want more traffic and parking issues in my neighborhood. There is too much of this on the westside already.

Thank you,
Abby Lipman

--
Abby Lipman
abbywl@gmail.com
401-580-2404

Fwd: Paseo Marina Project opposed

D. Merrill <proposedpaseomarina@gmail.com> Tue, Jul 18, 2017 at 4:50 PM
To: jonathan.Chang@lacity.org

---------- Forwarded message ----------
From: **Sierra Lopez** <sierralopez35@yahoo.com>
Date: Mon, Jul 17, 2017 at 5:32 PM
Subject: Paseo Marina Project opposed
To: proposedpaseomarina@gmail.com

Hello, I am one of the many residents that live in the Marina del Rey area. I oppose the Paseo Marina project. This project will impact in so many way that are not good. This is affect road congestion so much where accidents will happen more often than what occurs now. Parking will no longer be available for the people who are in the center a lot due to the structure getting full so that is an inconvenience. This will affect schools in ways where students who need to get their summer reading books from barnes&noble, which is literally down the street This barnes&noble will be gone if this project occurs and there is no other barnes&noble locations that are closer for convenience. This area is so much help for myself and many of the residents who live around that center. We have the barnes&noble when we need to get books for school, many people are in that center because its right there for all of us residents when we need something quick. If this project takes affect, that area will be so much worse than what it is already with traffic. We have that center for a reason, many people use it for their needs. Please do not go through with this project. Thank you to whomever reads this and taking their time out of their day to look at this.

Jonathan Chang <jonathan.chang@lacity.org>

RE # ENV-2016-3343-EIR Protecting the Marina Del Rey Community

Lydia Lucciola <Lydia@ca.rr.com> Wed, Jul 12, 2017 at 6:30 PM
To: Jonathan.Chang@lacity.org
Cc: proposedpaseomarina@gmail.com

Jon Chang

Dept. of City Planning

City of Los Angeles

Dear Mr. Chang,

The residents of the Marina and Del Rey are saying ***"NO" to overdevelopment***.

We need to be focusing on inviting more local retail/business, more green space, more bike paths and street services and not ***towering residential structures*** that do not belong in our neighborhood.

Overdevelopment is ***negatively impacting the residents*** of the Marina and Del Rey causing overwhelming increases in drive through traffic, congestion, and pollution…among other serious environmental issues which are detrimental to our neighborhood. We don't have the schools, the space, or the roads to accommodate these large scale, maximum density projects.

Just say "NO" to high rise developers and enforce a ***mandatory maximum scale back on the Paseo Maria Project*** (RE # ENV-2016-3343-EIR).

Lydia Lucciola

Beethoven Street

Resident of the Del Rey Neighborhood

Jonathan Chang <jonathan.chang@lacity.org>

Support for Paseo Marina development in MDR

Craig L <craiglyn@gmail.com> Tue, Jul 18, 2017 at 12:51 PM
To: Jonathan.Chang@lacity.org
Cc: councilmember.bonin@lacity.org

Hi Jon,

I am writing in support of the Paseo Marina development in Marina Del Rey. I think it is important that all communities, especially those on the westside, strive to build more multi-story mixed-use development that contributes to a more pedestrian-friendly environment. There is also an imbalance between the number of jobs to housing on the westside. This project (among many others) is necessary if we are to help alleviate the housing shortage.

Anecdotally, I know many young coworkers would like to live on the westside, but it is prohibitively expensive, therefore they will live in the San Gabriel Valley or the South Bay (and beyond) enduring 1.5 hour plus commutes. If more people could had the option to live relatively close to their place of employment they're more likely to bike, take public transportation, or Uber/Lyft, thereby reducing the number of vehicle hours they would have spent living in a far-flung area of the county.

If traffic congestion is the primary concern of opponents of this project, then I think the best compromise would be to reduce the number of parking available and to decouple parking from the units. Therefore if a tenant wants a parking space, they would pay an additional amount for the parking space. Incentives need to be leverage that encourage new residents of Paseo Marina to not own a car and rely on public transportation and other ride-sharing options. I meet a surprisingly number of young professionals who rely on Uber/Lyft and do not own a vehicle. Not everyone wants, nor needs a parking space.

In short, this project needs to be built, and needs more units, but fewer parking spaces. It addresses our regional housing shortage and does so in an appropriate manner.

Craig

Jonathan Chang <jonathan.chang@lacity.org>

Comment re. Paseo Marina

angusmackay <angusmackay@ca.rr.com> Sun, Jul 16, 2017 at 4:25 PM
To: Jonathan.Chang@lacity.org

Dear Mr. Chang,

As a long-time resident of Mar Vista, I am writing to express concern about the traffic and congestion impact of the above proposed development. There are often near gridlock conditions in this part of the westside, and the addition of so many more people and cars could only make this worse and detract from the area's quality of life. Please take this into account in your consideration of this matter. Thank you.

Sincerely,

Angus Mackay

Sent via the Samsung Galaxy S7 edge, an AT&T 4G LTE smartphone

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina Project(ENV-2016-3343-EIR)

Marcee Mackey <marceem@skechers.com> Tue, Jul 18, 2017 at 8:41 AM
To: "Jonathan.Chang@lacity.org" <Jonathan.Chang@lacity.org>

Dear Jonathan,

I am a resident adjacent to Marina del Rey off of Maxela Blvd. since 1989, and over the last 7+ years the development of housing has increased substantial and overwhelm impacting the surrounding neighborhoods. The traffic is of course the main issue as developers build to make money while the residence/neighborhoods suffer because of too many people in a small area. Since the Developers and people like yourself don't live in these neighborhoods so you won't appreciate the time it takes to get to Pavilions or the retail areas now because of the amount of cars. I can appreciate growth and change, however not to also include infrastructure with regards to expanding roads and parking areas to accommodate your building strategies is beyond selfishness.

I also understand that it is all about making money, but I pay property tax, state taxes to improve roads and they even increase taxes to further improve roads but we don't see our money at work for us. The project that is now being reviewed and probably will pass because it is about the bottom line MONEY, I am as well as my neighbors are against adding more housing to increase more traffic and people. I urge someone to rethink how many more people can you add to a small area. They are still building more housing off of Glencoe and Redwood, it isn't stopping.

The beauty of Marina del Rey will be destroyed over time as the amount of people will make sure it is destroyed.

Regards,

Marcee

Marcee Mackey

Vice President, Human Resources

225 S. Sepulveda Blvd.

Manhattan Beach, CA 90266

T: (310)937-1356

F: (310)798-9608

marceem@skechers.com

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina NO

Edwina Magana <aleaf03@verizon.net> Tue, Jul 18, 2017 at 11:56 AM
To: jonathan.chang@lacity.org

Have you reflected on the negative **consequences** of excessive community development. The safe and efficient flow of vehicles, pedestrians, and bicyclists all become impacted. The Paseo Marina development project neglects to realize the extent of the effects heavy traffic congestion can have.

Congested roadways during the morning commute, there is additional stress because delays caused by traffic can make people late for work. And at the end of the day, the afternoon rush hour is again a frustrating time. Traffic jams burn fuel at a higher rate than normal, the emissions create air pollution and is related to global warming. The quality of life is being ignored, and is an indicator of the negative consequence of the project outweighing the positive impact.

Additionally, because of the density of the project a community impact report is sure to indicate a greater need for emergency vehicles to be able to access the roads.

The gridlock of the project can have a tremendous impact on residents personal life, career, future and even safety.
The cultural character of the community is being sacrificed as is the physical health of those living in the area from the increase in pollution.
What does the community want? Are we serving the needs of developers or the community?
Where is your sense of integrity?

Edwina Magaña
Community Member

Jonathan Chang <jonathan.chang@lacity.org>

ENV-2016-3343-EIR

Gerry Main <gerrymain@gmail.com> Sun, Jun 11, 2017 at 1:01 AM
To: Jonathan.Chang@lacity.org

Written Comment RE: Del Rey Square Senior Living Apt Comples
at 11976 Culver Blvd. Del Rey CA 90066

Dear Jonathan: The first thing that came to my mind when I saw the Documents for this project was "You have got to be kidding." I cannot believe that anyone has the gall to propose this project for this site.

The following reasons are why this project should be denied:

1. This project would not only turn Maxella Ave. into a visual tunnel, but actually into a real wind tunnel--with the wind increasing in speed (venturi effect) as it comes from the marina between the high rises on Marina Pointe Drive and then thru the buildings on each side of Maxella. It would make Maxella a horrible windy nightmare for the inhabitants that live here and who use the retail stores across the street. Ruth Chris and the other restaurants on Maxella should really be concerned, because on most days, no one will be able to use the outside seating to dine.

2. During the meetings for development of the apartments on Lincoln and Maxella, it was stated by the City that no other high density residential units would be allowed in the area.

3. The number of people who live in this area of Marina del Rey far exceeds the capacity of the roads in the area. Lincoln, Maxella, and Glencoe (on the perimeter of the project) are constantly backed up and have risen to the point of being dangerous. Add to this, 685 to a 1000 senior drivers, and you have a formula for disaster. Fire engines and ambulances already have difficulty in transversing this area.

4. The addition of all of these residential units stretches water and power supplies for the geographic area.

5. Buildings that are 77 feet high would result in appearances of this downtown area as a residential slum, rather than the pleasant open commercial area that it is.

6. Marina del Rey has far to many high density apartment and condominium complexes for a City of its size. It needs to preserve its open spaces to make the area tolerable and livable for its current inhabitants and visitors. By any standards, we have gone to far years ago. Stuffing people like rats into a bunch of little boxes is extremely unhealthy, physically and emotionally. This project will be a significant detriment to the people and character of this area of Marina del Rey.

Obviously, the Sares-Regis Group wants to maximize the profits of this Property, and appear to care little about the character and livability of the surrounding properties and their inhabitants. They do not have the right to change the present zoning and use of the Property just because it makes them more money, while it depreciates those properties and people around it.

Please do not allow this Project to proceed.

Thank you, Gerry D. Main, M.D.

Jonathan Chang <jonathan.chang@lacity.org>

Marine Marketplace proposed development

Joyce Maleady <jcmaleady@yahoo.com> Mon, Jul 3, 2017 at 8:50 AM
Reply-To: Joyce Maleady <jcmaleady@yahoo.com>
To: "Jonathan.Chang@lacity.org" <Jonathan.Chang@lacity.org>

I shudder to think of the negative impact on traffic.

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina Project - Case #ENV-2016-3343-EIR

Leo Maqueira <leo.maqueira@gmail.com> Thu, Jul 13, 2017 at 1:49 PM
To: jonathan.chang@lacity.org
Cc: lisamaq20@aol.com

Dear Jonathan,

My name is Leo Maqueira and I live on 4266 Beethoven St near Maxella Ave. I have lived here for 30 yrs. I have grown up in this area since I was 18 years old and I really love my neighborhood.

I live here with my wife (Lisa) and 2 daughters (Amanda & Sophia). I must say one of the best things about living in this Del Rey area is the Villa Marina Shopping Center. It offers us shopping,

entertainment and dining options in a very nice convenient atmosphere. I don't have to park in an underground parking lot and I don't have to deal with massive crowds.

I recently was made aware of the Paseo Marina Project. I have reviewed the Initial Study document provided by the City of Los Angeles. I have also read many online postings/comments from my neighbors

on community sites such as Nextdoor and Facebook. Everyone in the area obviously has concerns. The most frequent topic discussed is traffic. As I mentioned before I live on Beethoven St, in case you are not

familiar with this area of Del Rey, it is the street which people love to use to avoid driving on Lincoln Blvd and Centinela Blvd. I work from home and watch hundreds of cars drive down our street

daily despite the speed bumps which were installed a number of years ago. So as you could imagine traffic is a concern to me and my family.

Honestly I like the idea of new shops and restaurants being introduced to the area. The 658 apartments…not so much. Especially the three 7-story buidings…why so tall and why so many units?

I am estimating these 658 new apartments (with at least 2 tenants each), will bring over 1200 more vehicles to our area. I expect this influx of vehicles to severely impact our neighborhoods in a negative way.

The area I live in is 100% residential and very family friendly. Cars already speed down my street which endangers our kids, our pets, etc… I view this as unnecessary over-crowding and cringe at the effect it

will have on the zoned schools in the area. Lastly, I am particularly concerned about the lack of recreational services in Del Rey and MDR for our children. The loss of the Barnes & Noble bookstore which

has been an invaluable resource to so many families and the impact on the small businesses in the area has not been addressed. I could probably go on listing many more concerns but I think you are

getting the idea.

I hope you will register my concerns and truly take them into consideration as this project continues to be planned. I am not against progress but I am concerned about at what cost and our quality of living.

Sincerely,

Leo Maqueira

Concerned Homeowner

4266 Beethoven St

Los Angeles, CA 90066

Email: leo.maqueira@gmail.com

Jonathan Chang <jonathan.chang@lacity.org>

Oppose Paseo Marina Project

Daniel Margolis <margolisdaniel@gmail.com> Mon, Jul 17, 2017 at 12:30 PM
To: jonathan.chang@lacity.org

Dear Jon,

As a resident of Del Rey living nearby, we strongly oppose the proposed Paseo Marina Shopping Center.

Traffic and congestion are already impacted and there are not enough city services already--a call to LAPD often will take 1.5 hours for a response. There are many families, schools and children in the area and this extra density will not be easily accommodated.

In addition, we do not want to turn into San Francisco, which has turned into a have and have nots for rich tech residents and then everyone else, while our neighborhood, often family owned businesses are bulldozed to provide for luxury residences for people and companies that don't have our neighborhood's best interest and quality of living in mind.

Abbot Kinney and Venice's culture has already been destroyed by catering to corporate developers. Don't destroy Del Rey and the Marina with a giant development that hasn't been thought out.

Thank you.

Best,
Dan Margolis.

Jonathan Chang <jonathan.chang@lacity.org>

ENV-2016-3343-EIR

Carole Masek <themaseks@verizon.net> Mon, Jul 17, 2017 at 11:52 AM
To: "Jonathan." <Chang@lacity.org>

I am concerned about traffic & density in our neighborhood. Please listen to us who live, work and shop here. We cannot navigate this area, it is way too congested. This Paseo Marina Project is really not needed in this area. Glencoe has many unrented apartments as it is and it is a main thoroughfare to Washington Blvd. If you want to preserve the environment, please take another look at this project. Too big, too high, and too much development!

Please consider scaling Paseo Marina Project back.

Thank you,
Carole Masek
Resident since 1972

Sent from my iPad

Paseo Marina

sally <sjmaslon@gmail.com>
To: jonathan.chang@lacity.org

Sat, Jul 15, 2017 at 1:17 PM

Hi Jonathan,

I am writing to express my concern about the proposed Paseo Marina project. I live very near near this project, its a very large project and the impact on traffic, air quality, noise, population density and loss of local retailers is really concerning. The project seems to be much much too big. There are already numerous huge developments going on along Via Marina in Marina Del Rey (I think these are on county property) where it seems unimaginable as to the impact these will have on all of the above.

Thank you,

Sally Maslon

Jonathan Chang <jonathan.chang@lacity.org>

ENV-2016-3343-EIR

Susan Masters <susanhmasters@msn.com> Sun, Jul 16, 2017 at 9:00 AM
To: "Jonathan.Chang@lacity.org" <Jonathan.Chang@lacity.org>

We are writing to you to reconsider the Paseo Marina Project. This huge development will cause major impacts to an already overcrowded area. Already traffic on Lincoln, Washington, and Venice Boulevards is heavy throughout the day and into the night. Such a development would also continue the erosion of affordable housing in the area. Noise, air quality, population density, and emergency services will also be negatively impacted.

Please help stop this project.

Thank you.

Susan and Robin Masters

30+ year residents in the neighborhood

ENV-2016-3343-EIR: 13400-13450 Maxella, 4305-4363 Glencoe

Peter McClintock <pm2pt5@gmail.com> Mon, Jul 10, 2017 at 11:52 AM
To: Jonathan.Chang@lacity.org

Dear Mr. Chang,

I write as a local property owner and past and future resident of Marina Del Rey. This project and the proposed changes in zoning must be denied. The emphasis on high rise housing units and diminished retail and parking will have a hugely negative impact on the quality of life of all those in the near vicinity by.
- further worsening the appalling traffic gridlock in this area, especially Lincoln and Washington;
- removing greatly needed stores, restaurants and parking;
- overshadowing the area and the residential and the existing light commercial buildings to the north and east.

The influx of condominiums and apartments in Culver CIty and Playa Vista has already deteriorated the quality of life in this area by their impact on traffic and overcrowding of local stores and restaurant. The Costco parking lot, for example, is frequently jammed and overflowing. The junction at Washington and Lincoln is frequently a parking lot. But at least the existing condominiums in Culver City are limited in height and contain their own facilities. Playa Vista has added parks, soccer fields and other sports and leisure facilities. Nonetheless Jefferson has become completely overshadowed with inadequate setbacks and terracing and traffic in the area has greatly deteriorated.

Not only should this proposal be rejected and sent back to the drawing board but the City of LA needs to modernize it's zoning regulations. Cities such as Paris are attractive because wide boulevards with large setbacks allowing for many open air restaurants and cafes to line the streets that provide an attractive open and social scene. LA, is to be honest, in many places very inferior and ugly with minimal setbacks and tall building crowding right up to 8' sidewalks.

The Marina Del Rey area should be allowed to retain an open air atmosphere and not become a congested zone of shadowy ugly street canyons. Maintaining attractive walkable sunny streets is important for public health. The City needs to get it's act together in ensuring new developments contribute to the quality of life and do not destroy the remaining attractiveness of the area.

Your sincerely,

Peter McClintock

Jonathan Chang <jonathan.chang@lacity.org>

ENV-2016-3343-EIR

patricia mc pherson <patriciamcpherson1@verizon.net> Mon, Jul 17, 2017 at 7:14 PM
To: Jonathan.chang@lacity.org

TO: Jon Chang
Dept. of City Planning
City of LA
200 N. Spring Street
LA, CA 90066

RE: EMV-2016-3343-EIR/Paseo Marina Project

Mr. Chang,

I have just been made aware of this huge new potential project.
I request an extension of time for review of the EIR.

As a nearby resident and frequent user of the shopping, eateries,grocery and other retail available from this site area, I am utterly shocked that 3 seven story buildings and parking garage are being planned for this area. I share the concerns as cited below;

> The proposed project area is already a busy shopping center. I feel that replacing Barnes and Noble, DSW and the AMC Classic theater with 658 Luxury apartments consisting of 3 seven story buildings and a parking garage is not in the best interests of the neighborhood and will change the character and feel of it dramatically.
>
> The traffic implications are staggering. I see increased road congestion in a location where it is already a problem due to the other recent and continuing apartment projects. The strain and impact on our roads, sewer services, water use, our emergency services, simply stated, our existing infrastructure, is a given. The increased pollution, noise, population density deeply concerns me. I believe our quality of life will be greatly and negatively affected.
>
> The removal of local retailers is also a great concern. A unique little "village" will be turned into a cookie cutter copy of every other new development that has come into being of late. Unique areas are disappearing at an alarming rate. Change is inevitable but it doesn't have to look like this.
>
> I continue to hear about the necessity for more housing, especially affordable housing. This project will not aid in helping that cause. If more housing and affordable housing is a real concern, this project is not the answer

The growth rate of this area has been staggering and without cumulative traffic assessments and other health and safety related studies that are necessary.
What groundwater protective studies have been done? What Infrastructure of sewer lines has been done? What protection will be created to stop dewatering groundwater
throw away into an already overloaded sanitary sewer as well as needed groundwater protection for future use and area wide use for plant life and potential drinking use?

Such large buildings are cause for the near surface groundwater withdrawal which should not be allowed due to cumulative impacts upon the surrounding
neighborhoods. What studies have been done to ensure no such negative impacts will occur?

What engineering studies have been done to provide for 'floating' buildings in this area, adjacent to Ballona Wetlands which is entirely a liquefaction area?

What cumulative groundwater protection studies have been performed and what protective measures are provided?

What impacts will arise due to greater roadway congestion and hence bicycle and pedestrian hazards? How will these hazards be mitigated?

What cumulative impacts assessments for the above have been done and what mitigation is provided to alleviate the hazards and negative impacts?
What are the negative environmental impacts for cumulative damage due to all the high rise buildings? How will the planned 7 stories affect wind and
atmospheric conditions to those neighborhoods and flora and fauna of the neighborhoods east/ west; north and south of the site?

How will the 7 stories affect views from the neighborhoods east of the site?

Please allow for more public input and consideration of change to project proposals and the protection of the existing 'village' area and atmosphere.

Sincerely,
Patricia McPherson

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina Case# ENV-2016-3343-EIR

Debra Merrill <merrilldebra@gmail.com> Sat, Jul 15, 2017 at 3:02 PM
To: Kenneth Klein <kenkenmdr@outlook.com>
Cc: "jonathan.Chang@lacity.org" <jonathan.Chang@lacity.org>

Ken

Wonderful job. I have forwarded your comments to the two women who are working with me to get out the word on submitting written comments to Mr. Chang. I am sure they will want to utilize your format and/or forward it to others as an example.

Again, many thanks! Great JOB!!

Debra

On Jul 15, 2017, at 2:31 PM, Kenneth Klein <kenkenmdr@outlook.com> wrote:

Dear Mr. Chang:

This note regarding the proposed building of the PASEO MARINA site at Glencoe and Maxella Ave in Marina Del Rey.

1. UTILITIES/SERVICE SYSTEMS: The density of Paseo Marina will add from 685 to perhaps double that considering the 685 apartments to be part of the project. That many additional persons will stress the public utility services in this area in terms of electricity, water, waste water and gas.
2. PUBLIC SERVICES: This will overwhelm the food service industry in this area.
3. PUBLIC SERVICES: This will overwhelm the food markets, including Pavillion, Gelsons and Ralphs. There are long lines there already.
4. The AIR QUALITY will be adversely affected by the addition of at least 1000 more vehicles to the area.
5. CROWDING: The additional commercial spaces will add additional visits from out-of-the-area persons.
6. PUBLIC SERVICES: Removing the POST OFFICE is a particular hardship for all residents INCLUDING the new residents since we can now walk to the post office.
7. The POST OFFICE may also need to be expanded to serve the increased size of the community.
8. TRAFFIC/TRANSPORTATION: Traffic, wow, it is already very congested especially Lincoln Blvd.
9. TRAFFIC / HAZARDS: Traffic now is trying to escape Lincoln Blvd by using Glencoe and Redwood avenues which creates a hazard for those residents whose garage alleys open onto those streets. This creates more traffic on those escape routes.
10. TRAFFIC / HAZARDS: Ditto for Maxella which is already a hazard to those trying to enter Maxella from a garage along it.
11. AIR QUALITY: will be affected by the enormity of the proposed SEVEN STORY apartment buildings. The breezes from the ocean now enjoyed by all in this area will be affected.

12. The layout of the open space between the new buildings SEVERLY CHANGES the WALKABILITY & ASTHETICS of the area. Current residents will not feel right about walking through the new areas between the new buildings and will probably avoid them.
13. HOMELESS: The new buildings will create an inviting area for the homeless population.
14. SECURITY: What about security in the new complex? How are you handling the security with all the new residents?
15. For SECURITY, How are you handling the multitude of visitors to all the new commercial stores?
16. RECREATION: What about recreation and exercising? How are you able to provide BIKE PATHS?
17. RECREATION: I ride my bike every day. How can you create secure access to the Marvin Braude Bike Path. It is tough enough as it is. With more residents will be more bike riders.
18. TRAFFIC: Are the local streets affected (Maxella, Glencoe, Redwood, Mindanao) getting PERMIT PARKING RIGHTS?

Sincerely Yours,

Kenneth Klein
Maxella Avenue Resident of Marina Del Rey

Jonathan Chang <jonathan.chang@lacity.org>

Planning for Los Angeles County Marina

Debra Merrill <merrilldebra@gmail.com> Tue, Jul 18, 2017 at 3:56 PM
To: jonathan.Chang@lacity.org

http://planning.lacounty.gov/assets/upl/data/pd_marina-del-rey-2012.pdfJo

Debra Merrill
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July 17, 2017

Jon Chang
Major Projects Section
City of Los Angeles Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

Re: **Case No. ENV-2016-EIR**
Project Name: **Paseo Marina**
Project Address: 13400-13450 Maxella Avenue, 4305 Glencoe Avenue, Los Angeles, CA 90292

Dear Mr. Chang,

Per the City of Los Angeles request for comments as to the scope and content of an EIR for the proposed Paseo Marina project on the 6.06 acre site bounded by Maxella and Glencoe Avenues in Marina Del Rey, I provide the following:

As a third generation native Los Angelino, who grew up in Westchester, the home of Aerospace and Googie Architecture, I was an eyewitness to the obliteration of my home, neighborhood and community. I watched the demolition of streets and houses where friends use to live and congregate; and I watched as my elementary and junior high schools were torn down to make way for an LAX expansion that still continues today. I witnessed the construction of the man-made Marina, and of hotels and restaurants along the waterfront, and the negative impact the development had on the beaches, traffic, air quality and Ballona Wetlands. Sadly, I observed the selling off of Lopez Ranch land, where neighbors went to purchase corn, strawberries and flowers, all grown locally. Yes, I have watched the City of Los Angeles continue to grow and rapidly expand, farther and faster than any other US metropolis in the 20th Century. Yet, for all the progressive actions the City has undertaken, the City has failed at developing a comprehensive land-use plan or process that is consistent and avoids contradictions, that is rational and information based, leaving little up to spontaneous evolution of market trends, REIT profit margins or the community. The City's piece meal approach to planning has created a City whereby the streets are grid-locked with traffic; the homeless are living in parks, under highway passes, and on the sidewalks throughout the City; our infrastructure is old and broken and cannot accommodate the growing number of real estate developments approved by the City Council, whose vision encourages more and more dense and over-scaled developments. The Department of Planning and the City Council continue to approve these incompatible developments despite our roads and infrastructure being overwhelmed and grid-locked, and in spite of projects being overwhelmingly inconsistent with existing Municipal, Land-Use, and Zoning codes. The Council chooses to move forward and approve the majority of General Plan Amendments - - 90% of the General Amendments approved at last count - even though the General Plan, Community and Specific plans have not been updated, are decades old, and are the means by which allowable land uses and zoning are established for the community. The City Council decides to approve these large-scale developments despite the projects being voted down by the Neighborhood Councils, and the community's lack of support. As a result, neighborhood and communities have united and pursued legal action to challenge the findings and decisions of the Planning Department and City Council. Such will be the case with the proposed Paseo Marina project if the Department of City Planning

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and the City Council approve the proposed Paseo Marina project in its current scale, density, height and use.

I have focused my written comments on the requested Entitlements, Aesthetics, Air Quality, Land Use and Planning, Population and Housing, and Mandatory Findings of Significance.

Entitlements Requested by Sares-Regis, the Development Manager for REIT II.

1. *General Plan Amendment to the Palms – Mar Vista – Del Rey Community Plan to change the Community Plan land use designation from Limited Manufacturing to General Commercial.*

   City of Los Angeles Mandates:

   - The City of Los Angeles is legally mandated by the Legislature and the courts to keep its' zoning consistent with the General Plan, yet the Plan remains outdated by 20 years.
   - A General Plan review is mandated under the California Environmental Quality Act (CEQA), requiring the local government to analyze – and where feasible mitigate – the project's significant impacts. Unlike project-by-project permitting, CEQA review for the general plan looks at the "big picture," allowing a community to align its long-term vision with important objectives, such as reducing greenhouse gas emissions and advancing environmental justice by avoiding additional impacts to communities already affected by pollution.
   - The City of Los Angeles also passed legislation that prohibits issuing building permits that are inconsistent with the General Plan.
   - The City of Los Angeles is further mandated to determine whether a potential project rises to the level of the Community Plan restudy.
   - On March 9, 2017, Mayor Garcetti issued Executive Directive No. 19, which states in part, *"…Within thirty days of the effective date of this Executive Directive, the Director of Planning shall develop a schedule and program for the immediate systematic public review and update of all elements of the General Plan, with a periodic review process to occur every five years thereafter. This program shall include the review and possible updating of the thirty-five Community Plans."* The Mayor's executive directive also established a Mayoral Planning Task Force to oversee those plan updates and ensure that they happen efficiently.

   As of July 2017, no public information or status update regarding the Mayor's Executive Directive No. 19 has been provided. Likewise, there has been no public notice as to when the General Plan elements, the Palms – Mar Vista – Del Rey Community Plan or the Glencoe/Maxella Specific Plan will be updated. These updates would provide a much-needed framework for the development of the proposed Paseo Marina project, and allow the community an opportunity to align its long-term vision with important environmental objectives.

   General Plan amendments should be the appropriate size and boundary for the amendment site, provide additional benefit to the community, and be consistent with the General Plan and Community Plans that defines the vision, Guiding Principles and strategy. The proposed project as designed is **not** the appropriate size for the site or neighborhood, it is too dense and over-scaled, and does not provide additional benefit to the community. Instead, the proposed project adds 658 luxury residential apartments to an area that is already reeling from the construction of more than 3 million square feet of residential units within the last five years. The proposed project does not add enough low-and-middle-income apartment units nor provide senior housing, both of

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which is greatly needed in the area. Additionally, the proposed project takes away approximately 100,000 square feet of community serving commercial enterprises – the U.S. Post Office, Barnes and Noble, DSW, AMC Theaters, shoe stores and a variety of restaurants with different price structures – and instead replaces them with 27,000 square feet of commercial enterprises, far too low amount to serve the existing community as well as any future residents in the proposed project. Lastly, the proposed project will add to the extremely congested roadways and neighborhood streets, impact the existing and often broken utility infrastructure, and create dust and noise during construction.

I bring your attention to Los Angeles Planning Director Vince Bertoni's recent comments concerning the need for updated Community Plans. *" When plans are nearly 20 years old, and don't reflect the current environment or transportation options, it's easy for developers to make the case that the plans don't meet our needs and that exceptions are needed. Updated community plans built upon consensus will make that argument much more difficult."* Updated Community Plans require consistency, integration, and consensus.

As the City is aware, the Glencoe/ Maxella Specific Plans has not been updated since 1998. Without an updated Specific Plan that establishes a *" look"* and *"feel"* of what future development on the property will be; stipulates a more clear and refined definition of the parameters in which development will be allowed; provides a better specificity on the development potential; and the responsibilities for major infrastructure area; etc., the developer requested General Plan Amendment and Vesting Zone and Height District changes should not be considered or allowed at this time. An updated Glencoe/Maxella Specific Plan would additionally set realistic development expectations, signal important big picture limitations and constraints specific to the Del Rey area, address major development and conservation standards and establish an implementation program, which would be very useful for the developers and community alike.

Please advise the Community how a project that is inconsistent with the existing General Plan, Community Plan and Specific Plans should even be considered for a General Plan Amendment, especially since the City's is far behind in updating these plans? The previous City permitted Amendments and Code changes should not be considered as established precedent. General Plan Amendments and Zone and Height District changes are suppose to be made on a case-by-case basis, upon extensive review and assessment, and only as a temporarily means until the General Plan and Community Plan have been updated.

Please explain why the Planning Department did not consider a Community Plan restudy as part of the project's application?

It is my understanding, that while state law does not address community plan amendments, Government Code Section 65358 does limit the number of general plan amendments to 4 per year. Does this code section apply to requested General Plan Amendments, and if so, where Does the proposed Paseo Marina project fall within the 4 per year limit?

2. Vesting Zone and Height District Change from [Q]M1-1 to (T)(Q)C2-2D

While the Department of Planning and the Planning Commission have approved numerous zone changes from M1-1 to C2-2D for real estate projects in the vicinity of the proposed Paseo Marina project, consideration should not be given for this Vesting Zone Change and Height District

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change until the Los Angeles City General Plan, Palms – Mar Vista – Del Rey Community Plan and the Glencoe/Maxella Specific Plan have been updated. The cumulative effect of the previously approved spot zone changes in our neighborhood and surrounding areas has created a community that is grid-locked, has numerous power shortages, and does not reflect the vision of the existing community. The scale of the Paseo Marina project is massive, and proposes too many luxury residences and not enough low and middle-income housing or senior housing that is greatly needed in our area. 658 residential apartments in three (3) buildings is vastly inconsistent with the existing General Plan, Land Use Zone and Height District, and the desires of the community, and neighborhood, and therefore should not be approved at this time.

3. **Master Conditional Use Permit to allow the onsite and offsite sale of a full line of alcohol beverages.**

In order for sale of a full line of alcoholic beverages for on-site consumption to be authorized, certain designated findings have to be made. In such cases, there are additional findings in lieu of the standard findings for most other conditional use categories. To ask for a Master Conditional Use Permit to allow onsite and offsite sale of alcohol in connection with the proposed Paseo Marina project, certain questions, such as the questions below should be asked and assessed.

- *Will the project enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city or region?*

  No, the proposed Paseo Marina project will not enhance the environment as currently designed, nor will it provide a service that is essential or beneficial to the community. There are already numerous restaurants nearby that offer the sale of alcohol. The sale of alcohol at new restaurant facilities is not essential.

- *Will the project's location, size, height, operations and other significant features be compatible with the neighborhood and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.*

  No, Paseo Marina is not compatible with the neighborhood and will adversely affect adjacent properties to the east, west and south of the site. Although, the City approved a General Plan Amendment, Zone and Height District change for the Stella developers, those permitted allowances should not be considered as established precedent. General Plan Amendments and Zone and Height District changes are suppose to be made on a case-by-case basis, and as a temporarily means until the General Plan and Community Plan has been updated.

  There are residential properties east and south of the project site that are no more than 45 ft. high, are in conformance with the General and Community Plans, and are substantially less dense than the Paseo Marina project. These residential neighborhoods must be taken into consideration when determining whether the adjacent properties will be compatible with the adjacent properties, the surrounding neighborhood, and the community and its available public resources - police, fire, and EMTs. Currently, there exists on the north side of Maxella Avenue, a retail complex by the same developer/owner. This complex has at least four (4) restaurants that serve alcohol, and the Marina Village complex has another four restaurants that serve alcohol. The neighborhood does not need more establishments that serve alcohol while keep the neighborhood awake until 2:00 or 3:00 pm.

- *Does the proposed project substantially conform with the purpose, intent and provisions of the*

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General Plan, the applicable community plan, and any specific plan?

As stated previously, the proposed project is not in conformance with the purpose, intent and provisions of the General Plan, the Palms – Mar Vista – Del Rey Community Plan and the Glencoe/Maxella specific plan.

- *Will the proposed use adversely affect the welfare of the pertinent community?*

  As stated previously, the neighborhood already has many restaurants and establishments that serve alcohol. And as reported by U.S. National Center for Biotechnology Information, City policy can be used to produce structural changes in the drinking environment. There was a five (5) year –research project with a goal to reduce local alcohol-involved injuries and death in Southern California. The research project used an environmental policy approach to prevention and five mutually reinforcing components were implemented: (1) community mobilization to develop community organization and support, (2) responsible beverage service to establish standards for servers and owners/managers of on-premise alcohol outlets to reduce their risk of having intoxicated and/or underage customers in bars and restaurants. (3) a drinking and driving component to increase local drunk-driving enforcement efficiency and to increase the actual and perceived risk that drinking drivers would be detected, (4) an underage drinking component to reduce retail availability of alcohol to minors, and (5) an alcohol access component to use local zoning powers and other municipal controls of outlet numbers and density to reduce availability of alcohol. Results show that the project reduced alcohol-involved crashes, lowered sales to minors, increased the responsible alcohol serving practices of bars and restaurants, and increased community support and awareness of alcohol problems. Has the City considered implementing an environmental policy approach to reduce the hazards of a drinking environment?

- *Will the granting of the sale of alcohol result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the proposed project site, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration? Will the granting of the sale of alcoholic beverages consider the number and proximity of these type of drinking establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether any revocation or nuisance proceedings have been initiated for any use in the area?*

  As noted previously, the area in which the proposed Paseo Marina project is sited already has a high concentration of establishments that serve alcohol. Has the Department of Planning assessed whether there is an undue concentration of premises dispensing alcohol beverages? Has the Department of Planning assessed the crime rate in the area as related to the sale of alcohol, crimes involving public drunkenness, or disturbing the peace and disorderly conduct?

Environmental Impacts

I. Aesthetics

- *Does the proposed project have a substantial adverse effect on a scenic vista?*

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Caltrans, for the purposes of determining significance under CEQA, defines a scenic vista as: *"..a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public".* This CEQA definition substantially differs from the Planning Departments' stated Explanation of Checklist determinations in the Initial Study. I also take exception to the Planning Departments' Initial Study commentary which states *" …existing northerly views of the Santa Monica Mountains are limited as such views are primarily available from area roadways where there are gaps between existing buildings, including along Glencoe Avenue located east of the proposed project site. Accordingly, large panoramic views of the Santa Monica Mountains are not available in the vicinity of the Project*."

There are many neighbors within the vicinity of the proposed project site that enjoy the scenic vista of the Santa Monica mountains in the distance while they are walking along Glencoe and portions of Maxella Avenues, or strolling through the existing Marina Village retail complex or enjoying a meal at one of the restaurants in the complex. For example, one can sit in Nichols restaurant, and during breakfast or dinner can gaze through the windows to the Santa Monica Mountains beyond, appreciating the panoramic vista before them. Homeowners and tenants along Glencoe and portions of Maxella Avenue also enjoy the view of large lovely trees that currently line the streets of Glencoe Avenue and the habitat of birds that exist. With the construction of three (3) 77- foot high buildings, the only vista the neighbors who live across the street from the proposed site would view is one of a dense, over-scaled apartment buildings, and daily traffic jams along the adjoining streets.

- *Does the proposed project substantially degrade the existing visual character or quality of the site and its surroundings?*

  I agree with the Planning Department's classification as the proposed project having potentially significant impact on the visual character and quality of the site and its surroundings. However, I disagree with the their characterization of the Project Site as being "highly urbanized." "The Census Bureau identifies two types of urban areas: "urbanized areas" of 50,000 or more people and "urban clusters" of at least 2,500 and less than 50,000 people. ' The population in the Marina Del Rey area is currently estimated in the vicinity of 23,000 people, excluding Playa Vista residents, and therefore should not be characterized as "highly urbanized" by the City.

  I also take exception to the Planning Department's characterization that "the proposed buildings would be similar and compatible with the existing visual character and quality of the surrounding area". The density and scale of the proposed Paseo Marina project as currently designed is not compatible or similar to the existing visual character and quality of the surrounding area. There are numerous residential properties east and south of the project site that are no more than 45 ft. high, are in conformance with the General and Community Plans, and are substantially less dense than the Paseo Marina project. These residential neighborhoods, especially the Villa Velletri complex of 200 townhomes directly across the street from the proposed site, must be taken into consideration when determining whether the adjacent properties are compatible with the adjacent properties, surrounding neighborhood, and community, as well as having available public resources - police, fire, and EMTs.

  The increased growth in the Marina Del Rey and Del Rey areas, near the proposed project site, is attributable to the City Council and Planning Commission's on-going approval of General Plan Amendments and Zone and Height District changes, despite being inconsistent

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with the current General Plan, Palms – Mar Vista – Del Rey Community Plan and the Glencoe/Maxella Specific Plan. These City permitted Amendments and Code changes should not be considered as established precedent. General Plan Amendments and Zone and Height District changes are suppose to be made on a case-by-case basis, upon extensive review and assessment, and only as a temporarily means until the General Plan and Community Plan have been updated.

- *Does the proposed project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

  I agree with the Planning Department's finding that the proposed project as currently designed could adversely affect daytime and nighttime views. When assessing the proposed project's creation of new sources of substantial light or glare, please include an analysis of the light and glare impact as it pertains to the 200 plus residents of the Villa Velletri townhouse community, located across the street from the proposed project site.

II. Air Quality

- *Would the proposed project conflict with or obstruct implementation of the applicable air quality plan?*
- *Would the proposed project violate any air quality standard or contribute substantially to an existing projected air quality violation?*
- *Would the proposed 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 ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*
- *Would the proposed project expose sensitive receptors to substantial pollutant concentrations?*

Every community has an obligation to consider how its General Plan update may affect its community-wide greenhouse gas emissions and to take affirmative, decisive action to reduce and control these emissions. However, although the State requires updates to the Air Quality Element, the Safety Element and Conservation Element, Los Angeles City continues to operate without the required updates to these crucial elements.

Addressing climate change at the programmatic, general plan level – provided it' done right – allows for the streamlined review of individual CEQA projects. Per CEQA requirements, "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects. CEQA additionally dictates that major consideration must be given to preventing environmental damage, while providing a decent home and satisfying living environment for every California.

The Del Rey and Marina Del Rey residents who live near the proposed project site are an integral part of the community's environment. It is the City's responsibility to assess whether a proposed project may have a significant effect on the environment or will cause substantial adverse effects on human beings, either directly or indirectly. In preparing the Initial Study, the Planning Department cited the SCAQMD's 2012 Air Quality Management Plan, which contains a

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comprehensive list of pollution control strategies. These strategies are in turn developed, in part, based on regional population housing and employment projections prepared by SCAG. However, when reviewing SCAG projections, it presents the entirety of Los Angeles City and does not specifically address the local environment or conditions within the Marina Del Rey or the Del Rey areas. Therefore, a comprehensive study should be prepared that provides accurate and current population housing and employment projections for the Marina Del Rey and Del Rey area.

Construction of the proposed project will create substantially adverse affects on the surrounding community. Potentially hazardous dust particles emitted during construction will drift through the air, impacting individuals directly as well as the existing neighborhood residences. As an example, when the retail complex located north of the proposed project site was under construction by the same owners, the Villa Velletri residents experienced significant problems with their roof mounted HVAC units. The HVAC units became clogged, filled with dust particles from the construction, and many stopped working. Many residents required major repairs to their HVAC systems, which was difficult for the fixed-income senior residents that live in Villa Velletri. Mitigation measures imposed by the City failed to protect the neighborhood residents. If any proposed construction should occur within a mile of the proposed project site, comprehensive and extensive mitigation measures must be employed. In addition, Villa Velletri residents and other residents east, south and north of the project should be compensated for HVAC repairs that may be needed as a result of the construction.

X. Land Use and Planning

- *Would the proposed project physically divide an established community?*
- *Is the proposed project in conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*
- *Will the proposed project be in conflict with any applicable habitat conservation plan or natural community conservation plan?*

In addition to the previous comments provided in the Entitlements Requested category within this submittal, which directly addresses Land Use and Planning, I provide the following additional comments:

I again take issue with the Initial Study's characterization of the Project Site is highly urbanized. As noted previously, the Census Bureau identifies two types of urban areas: "urbanized areas" of 50,000 or more people and "urban clusters" of at least 2,500 and less than 50,000 people. ' The population in the Marina Del Rey area is currently estimated in the vicinity of 23,000 people, excluding Playa Vista residents, and therefore should not be characterized as "highly urbanized" by the City.

I also take exception to the Initial Study's characterization that the proposed project is consistent with other land uses in the surrounding area and compatible with the community. The nearby developments which were granted plan and zoning amendments, were suppose to have been made on a case-by-case basis, after extensive review and assessment, and only as a temporary means until the General Plan and Community Plan have been updated. Therefore, projects that obtained exceptions to zoning laws should not be considered as *"consistent with other land uses and compatible with the community".* Unfortunately, such exceptions to zoning laws have

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become too commonplace across Los Angeles, and especially in the Marina Del Rey and Del Rey areas. Since 2000, approximately 90% of requests for general plan amendments, zoning or height district changes heard before the City's Planning Commission and local planning commissions have been approved.

The City Council voted on February 14, 2017 to back an effort to update community plans more frequently. Councilman Jose Huizar, who chairs the planning and land use committee, said through a spokesman that the City's current planning guidelines don't reflect neighborhood needs and that "zone" change requests will dramatically decrease once the community plans are updated. Given Councilman Jose Huizar's and the City Council's commitment to updating the Community Plans, why wouldn't requested changes to the zoning codes be put on hold until the Community Plans are updated, especially an updated Palms – Mar – Vista – Del Rey Community Plan.

XIII. Population and Housing

- *Would the proposed 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)?*

As stated in the Initial Study, the proposed project would result in the construction of up to 658 new multi-family dwelling units. I am in agreement with the Initial Study's findings that the proposed project would increase the residential population of the City of Los Angeles, but take exception to the Initial Study's characterization that this increased residential population is a *"Less Than Significant Impact".* As emphasized earlier, the addition of 658 residential apartments to an area that is already reeling from the construction of more than 3 million square feet of residential units within the last five years does not provide a benefit to the Marina Del Rey and Del Rey community. The proposed project does not add enough low-and-middle-income residential units nor provide senior housing, both of which is greatly needed in the area. Additionally, the proposed project takes away approximately 100,000 square feet of community-serving commercial enterprises – the U.S. Post Office, Barnes and Noble, DSW, AMC Theaters, shoe stores and a variety of restaurants with different price structures. More importantly, the proposed project will add to the extremely congested roadways and neighborhood streets, impact the existing and often broken utility infrastructure, and create dust and noise during construction.

Also, as noted in the Initial Study, the proposed project is located in SCAG's City of Los Angeles subregion. The Initial Study's utilizes SCAG projections for the entirety of Los Angeles, which do not delineate the Marina Del Rey or Del Rey areas. Therefore, the projections are misleading and should not be considered when evaluating the proposed project. A comprehensive study should be prepared that provides accurate and current population housing and employment projections for the Marina Del Rey and Del Rey area, and which assesses how many square feet of residential units have been added to the area within the last five years. The Del Rey area can take no more development given the existing infrastructure. The north and south roadways connecting Santa Monica to the north and Westchester and Playa del Rey to the south are grid-locked and the addition of 1,200 more cars that the proposed project estimates, is unfathomable and unreasonable. Existing roadways cannot be widened further, addition of bicycle lanes on Lincoln Boulevard is not doable, and the planned transit along Lincoln Boulevard will not occur until 2035, if then.

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Further study of the additional population and housing is needed within the EIR, and should be a priority. A thoroughly maintained database of the Marina Del Rey and the Del Rey area, inclusive of residents, employees, and housing stock is needed. Long-term goals and programs to service the daily needs of residents, visitors, tourists, employees, in this area is needed, as is an evaluation of public services, public infrastructure, and regulated utilities, like telecommunications.

XIX. Mandatory Findings of Significance

- *Does the proposed project have impacts, which 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).*

I vehemently disagree with the Initial Study's finding that *"…cumulative impacts for the proposed project's area would be less than significant, and no further evaluation of this topic in an EIR is required. "* Again, the Initial Study utilizes SCAG projections for the entirety of Los Angeles and does not delineate projections for the Marina Del Rey and Del Rey areas. The projections cited are very misleading and should not be considered when evaluating the proposed project' cumulative impact. Again, further study and evaluation is needed of the Marina Del Rey and Del Rey areas, not the entire Los Angeles vicinity.

With regards to cumulative impacts, I provide the following list of proposed and under construction projects that I am aware of. Most likely this list is incomplete and there are more developments being planned that are not included.

Marina Del Rey and Del Rey Projects that Cumulatively Impact the Proposed Project.

1. **Proposed Project in Del Rey: 11612 W Culver Boulevard, 90230**
    - Construction of a five-story mixed-use building.
    - 47 rental units and 1,700 square feet of ground level commercial space.
    - 62 Parking spaces and 66 Bicycle stalls on a 12,740 square foot site in the C2-1 zone.
2. **AMLI Marina Del Rey:** A new apartment development by AMLI Residential
    - Construction of a Five Story building. 585 apartment units.
    - Six buildings up to 5 stories and 70' high
    - New 241 boat slip marina
    - New 1,271-Parking space garage
3. **4040 S. Del Rey Avenue**: Seven-story apartment building by California Landmark Group.
    - Construction of seven story apartment building. 250 units.

4. **Neptune Marina:** A new apartment development by Legacy Partners on Marquesas Way, Marina Del Rey.
    - Construction of a five-story apartment building. 526 Units.

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5. **Proposed Stella Apartment Expansion**: Addition of 65 units on Maxella Avenue.
    - Construction of 65 units on what is now a dog park for the Stella Apartment building.

6. **X67 Lofts**: 4140 Glencoe Avenue, Marina Del Rey by ETCO Homes
    - Currently under construction.
    - 67 Condominium Units ranging in size from 1050 to 1851 square feet.

7. **Trader Joes / West Marine Boating Supply Store / Updated Yacht Club/Mix of other retailers:**
    - Part of the 8 acre, U-shaped site on Admiralty Way between Mindanao and Bali Ways.
    - Plans submitted by Pacific Marina Ventures,LLC
    - 83,253 square feet
    - The plan includes parking spaces for at least 462 cars and 100 bikes.
    - Pier 44 will set aside another 8,000 square feet for waterfront restaurants and pedestrian promenade.
    - Additional waterfront that's 28 feet wide.
    - A new location for boating supplies retailer West Marina
    - A new home for the South Corinthian Yacht Club
    - Dept. of Regional Planning acknowledged that traffic at seven intersections - including along Lincoln Blvd. and as far away as Venice Blvd - could be significantly impacted during the evening rush hour, adding that "no feasible mitigation measures exist to reduce these impacts.

8. **Proposed Marriott Residence Inn Hotel** on northern portion of Parcel 9U, wetland park on southern portion
    - Proposed dual building hotel
    - 6-story, 72'-high Marriott Residence Inn
    - 5-story, 61'-high Courtyard Marriott.
    - New promenade improvements, restaurants and amenities.
    - Wetland public park project
    - Project will break ground on Via Marina as early as Summer

9. **Marina Del Rey Hotel** on Anchorage
    - Demolition of a 349-slip marina and construction of a 277-slip marina.
    - Massing -- Parking--163 spaces for boaters
    - BOS (Building of Safety, Los Angeles County) approved bifurcation of Parcels 42 and 43 into separate leaseholds. Parcel 43 lessee has extended the option agreement for six months to have enough time to procure building permits from DPW. Lessee exercised its option to expand the lease term.
    - Dock replacement will be phased during a 5-year period beginning in 2015

10. **Fisherman's Village / Gold Coast**
    - Nine mixed use hotel/visitor-serving commercial/retail structures (8) 1- and 2-story and (1) 60'- tall hotel over ground floor retail/ restaurant parking structure with view corridor
    - 132-room hotel

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- 65,700 square foot restaurant/retail space
- 30-slip new marina
- 28 foot-wide waterfront promenade
- Parking -- On-site Parking includes all project required Parking, Parking for Parcel 61 lessee (Whiskey Reds).

11. **Mariners Village**

- Complete leasehold refurbishment of 981 apartments
- Retail space increase from 2,070 s.f. to 9,000 s.f.
- New 92-slip anchorage will be constructed
- New 28 foot-wide pedestrian promenade and public amenities

12. **Villa del Mar**

- Complete leasehold refurbishment of 198 apartments
- Existing 209-slip anchorage will be renovated commencing no later than 2029
- Four existing buildings up to 3 stories high.
- Improved pedestrian promenade and public amenities will be renovated.
- Parking -- Existing open air Parking and Parking structure will be renovated. Total Parking provided on site is 572 spaces.

13. **Mariners Bay**

- Complete leasehold refurbishment of 379 apartments
- Seven buildings up to 3 stories high
- Parking -- Existing subterranean Parking structure contains 947 Parking spaces.
- New bicycle depot for public use
- Improvements to existing promenade and dock gates and public amenities
- Replacement of existing docks within 6 months of completed of landside renovation

14. **Pier 44/Pacific Marina Venture**

- Build 5 new visitor serving commercial and dry storage buildings
- Four new visitor serving commercial buildings, maximum 36' tall and one dry stack storage building, 65' tall. 771.5 lineal feet view corridor proposed.
- 82,652 s.f. visitor serving commercial space
- 141 slips + 5 end ties and 57 dry storage spaces
- Parking -- 381 at grade Parking spaces will be provided with shared Parking agreement (402 Parking spaces required)

15. **Boat Central / Pacific Marina Development**

- 345-vessel dry stack storage facility* 30-vessel mast up storage space* 5,300 s.f. County Boatwright facility
- 81.5' high boat storage building partially over water.
- Parking with view corridor parking. All parking required of the project to be located on site

Debra Merrill
13326 Maxella Avenue
Unit 5
Marina Del Rey, CA 900292

- The waterside portion of the project was approved by the Coastal Commission on January 9, 2015.

16. **The Boatyard**

- New 921 s.f. ADA Restroom
- New 3,916 s.f. carport with 14 garage spaces and boater storage
- Leasehold refurbishment, including new landscaping, hardscape, and waterside walkway
- One 38' tall commercial warehouse building and 15' tall office buildings. New carport storage and office buildings will be 15' tall
- Parking -- Parking proposed is 147 spaces. The code requires 134 spaces for this use

17. **Venice Dual Force Main Project**

- The new parallel system will operate in conjunction with the existing 48-inch force main. With the systems working together, sewage flow from the Venice Pumping Plant can be conveyed to the Hyperion Water Reclamation Plant in Playa del Rey using either or both force mains. The project will also replace backup generators of the Venice Pumping Plant.
- The sewer will originate at the Venice Pumping Plant located on Hurricane Street and cross Grand Canal, travel east to Marquesas Way, then south along Via Marina crossing the Marina del Rey and Ballona Creek Channels to meet an existing Coastal Interceptor Sewer on Vista del Mar near Waterview Street.
- The Final Environmental Impact Report has been adopted. A micro-tunneling construction method will be used along the alignment to reduce construction impacts. The only exception is the southern-most 1,000 feet of the sewer, which will be constructed by open trenching.
- Project Timing The project will start in early Spring 2017 and be complete by Summer 2020.
- Expected construction hours are Monday through Saturday from7:00 a.m. to 7:00 p.m. inmost areas. Night work, if required, will be from7:00 p.m. to 7:00 a.m. with advance notice.
- Traffic will be affected. There will be temporary parking restrictions. Signs will be posted in advance with details. Safety barriers will be used in all construction areas. Trucks and large equipment will be used during construction. Dust will be controlled at all times. Driveway access will be maintained for businesses and residents for deliveries and trash pickup.

Thank you for your consideration in addressing the Del Rey community's concerns about the proposed project and it's negative impacts on our neighborhood. I look forward to the Department of Planning responses and Draft EIR.

Debra Merrill

Debra Merrill
13326 Maxella Avenue
Unit 5
Marina Del Rey, CA 900292

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina comments

Jami Messinger <jami@fowlmusic.com> Mon, Jul 17, 2017 at 2:52 PM
To: jonathan.chang@lacity.org

Dear Mr. Chang,

I recently learned about the Paseo Marina project planned on Glencoe. I live within walking distance of this area, and I frequent many of the shops that would be removed. While I don't generally object to new development, this particular project seems like it will have negative impacts in several areas. Not only will three years of construction cause major traffic delays and likely affect pollution, I hate to see these small businesses put out of business. Will there be small business space to replace those businesses? I read that the business square footage will be reduced from approximately 100K to 27K square feet. Will there be new green spaces or recreational areas constructed? How much of the housing will be low-income? Will it become less safe to walk and ride bikes in this area? Are environmental impacts being considered? How will you divert/account for increases in traffic in an already-congested area?

Basically, as neighbors, it sounds like a lot of drawbacks for us. What positive impacts will this new development have for our neighborhood?

Regards,
Jami Messinger
4828 McConnell Ave
Los Angeles, CA 90066
310-259-9127
jamimess@gmail.com

Jonathan Chang <jonathan.chang@lacity.org>

ENV-2016-3343-EIR

Coleman Metts <colemansmail@yahoo.com> Wed, Jul 19, 2017 at 9:02 AM
To: jonathan.chang@lacity.org

Good morning Jonathan Chang,
I'm writing to you about
ENV-2016-3343-EIR,
As someone who lives 3/4 of a mile from the planned paseo marina development, I must tell you that this will have a negative impact on my ability to commute anywhere or park anywhere in any form shape or manner. Please please please do not approve this.
Traffic is bad enough as it is. This will make my neighborhood unlivable. Thank you very much,
Coleman Metts
12913 Short Avenue
Los Angeles, CA 90066

Sent from my iPhone

Case#ENV-2016-3343- EIR proposed PASEO MARINA

Jen Coyne-Hoerle <jcoynehoerle@gmail.com> Sun, Jul 16, 2017 at 5:12 PM
To: Jonathan.Chang@lacity.org

Hello,

I am writing to express my concern in the proposed Paseo Marina project.

At 658 units the project is far too large and will have a terrible impact on the area in many ways:

Increased traffic and congestion - the area is already cramped and crowded as is after the addition of the Stella building complex and others.

Increased noise pollution and air quality issues - from the large amounts of traffic.

Loss of retailers - DSW and others which have been great to have.

Power issues - we are already experiencing more power outages every year since the other large complexes went in. Is our power grid even ready for this?!

A smaller complex (200 or less) with more green space and retail would be a much better fit for the community, please don't allow the developers to overcrowd and ruin our community!

Thank you for your time and consideration!

Jen Mgrdichian
8180 Manitoba St., #108
Playa del Rey CA 90293

Sent from my iPhone

Jonathan Chang <jonathan.chang@lacity.org>

ENV-2016-3343-EIR

Stephen Michael <shm4355@aol.com> Sun, Jul 16, 2017 at 1:06 PM
To: Jonathan.Chang@lacity.org

I am hearing that people are not getting through with comments to your email account.

Stephen Michael
shm4355@aol.com

Fax to: (213) 978-1343 Attn: Jon Chang, City of LA Planning Dept.

Re: **ENV-2016-3343-EIR** – Paseo Marina Project

I would like the City to address the following issues:

1. TRAFFIC:
Impact on local traffic patterns is a main concern because of existing gridlock conditions for long periods during the day on heavily used local roadways, even blocking local residents on Glencoe and Mindanao because of the volume of cars trying to get onto the Marina Freeway. Traffic on Lincoln, Washington Blvd., Jefferson, and Culver Blvd. has also become dramatically worse over the last few years, and not just at rush hours.

Specifically how does the City plan to relieve the already occurring congestion on roadways like Lincoln, Washington, Glencoe, Maxella, Mindanao, Jefferson, eventually spilling over onto Centinela and further east? Or at key intersections such as Glencoe/Washington Blvd., Maxella/Lincoln, Glencoe/Mindanao, Mindanao/Lincoln which can only be worsened by adding Paseo Marina traffic to the mix?

Did the City do any independent traffic studies when they approved plans for massive new apartment and condo buildings on Glencoe, Del Rey and Redwood, as well as the Stella apartment complex on Maxella, all of which are in close proximity to the proposed Paseo Marina project? In addition to these nearby developments, the City also needs to factor in the cumulative impact of all major projects in the surrounding area (e.g, the commercial campus at Culver Blvd/Alla, a new shopping center at Admiralty Way/Mindanao, and ongoing construction in Playa Vista.

Does the City recognize that the massive amount of development in this area over the past decade, if allowed to continue unchecked, will be a recipe for permanent gridlock so that a once desirable area will turn into an unpleasant place to live, work or shop?

2. PUBLIC TRANSIT: Vertical city neighborhoods with high-density buildings require an excellent public transportation system in order to relieve traffic congestion and the resulting noise and pollution and frayed tempers. What public transportation options is the City planning for this part of West LA? Have credible studies been done to assess the type of population currently living here (as well as the population mix projected for the future) in order accurately to assess existing and future needs?
Buses get stuck in the same gridlock as cars, and bus schedules are not sufficiently integrated with the places where people need to go to make them a viable form of transportation for most residents.
Bicycles: Are we supposed to take our lives in our hands and ride bicycles on Lincoln Blvd? Is the City aware of the many elderly or disabled residents or families that need to travel by car? Should we expect to see people commuting by bicycle on local freeways? The City needs to recognize that Los Angeles is not Copenhagen and bicycles in this area are mostly for recreational use by the young and fit, not for shopping or commuting or other trips that need to be taken by car.

Rail Transportation: There are no train stations in the neighborhood of Paseo Marina. If additional rail lines are planned for the future, this will be a very long horizon and will not serve the needs of people currently living here or projected to be here in the next decade or two. Paseo Marina residents will use their cars, like everyone else, for lack of suitable alternatives.

Until better public transportation options are available, the City should deny permits for new residential developments that will result in additional vehicular traffic in this already overloaded area.

3. NOISE: What will be the noise impact of the demolition of existing buildings at the Paseo Marina site and the construction of new, larger buildings? Will these levels adhere to current noise level standards? If not, how will the City mitigate the noise impact of heavy equipment used during construction?.

4. AIR POLLUTION: Has the City done detailed analyses of current air quality in the vicinity of Paseo Marina and will they be considering the impact of additional construction and vehicular emissions on residential neighborhoods? How will this affect the health and respiratory capacity of the young and the elderly in particular who live in the surrounding neighborhoods? Childhood asthma is already a growing problem in our area. How many local residents suffer from COPD and other chronic respiratory ailments and how will they be impacted by the Paseo Marina development?

5. CHEMICAL/TOXIC METAL POLLUTION: This shopping center was built in the early 1970s when health and environmental safety standards were different. What substances will have to be removed from the soil or be released into the surrounding environment when existing buildings are demolished? What new substances will be trucked in that may release gases, particulates and other materials damaging to our health?

6. SCHOOLS: What will be the impact of adding a couple thousand more residents to the thousands of residents already moving to this area? Will the public schools suffer overcrowding, lack of resources, and other problems? The City needs to study this impact on our local schools. What do local population studies show about the projected increase in the number of young families with children needing a public education? What are the anticipated demographics of the people who would occupy the apartments in the proposed Paseo Marina development and how will this affect the quality of education available in local public schools?

7. LOSS OF EXISTING BUSINESSES/LOCAL CULTURAL RESOURCES: A couple of years ago, we lost a valuable community resource in the locally run *Panini Café*, located in one of the buildings which will be destroyed to make way for Paseo Marina. The business had to vacate the premises because the landlord had plans to redevelop the site. *Panini Cafe* is still missed by local residents and it seems unlikely that Paseo Marina will attract similar businesses. What kind of food establishments are expected to locate inside the much diminished commercial space offered by this development? More fast food outlets and/or

high-end restaurants? Coffee shops and pizza parlors no doubt, but anything that could serve as a comfortable community gathering place?

And how do we replace one of the few remaining bookstores in west L.A. when *Barnes and Noble* disappears? That is another local cultural resource (and a great way to introduce children to the pleasures of reading) that we will lose. *DSW* draws in people from the community who look for bargains not available in boutique stores. And the *Classic AMC movie theater* is a good choice for locals who prefer a more traditional and affordable movie experience than is available at the other (dine-in) AMC theater across the road.

Has the City considered what options will be available to local residents of all ages as cultural resources and gathering places when the existing businesses have to move out? Will the City do a survey to find out what people would actually like to see in their local shopping mall? And compare this to the developer's plans?

8. EMERGENCY SERVICES: What will be the impact of three new residential buildings on police and fire department response times? How will additional traffic on Mindanao impact the ability of ambulances and local residents to enter and leave the emergency parking lot for the Marina Hospital?

9. EVACUATION ROUTES: Will the City be studying how additional residential buildings in this neighborhood will impact the ability for people to be safely evacuated in case of earthquake or tsunami or methane leaks or other emergency situations?

10. INFRASTRUCTURE: What will be the impact on our existing local infrastructure for water, power and road maintenance when cars and residents at Paseo Marina are added to the neighborhood? Already people have been noticing more frequent power outages. In considering this issue the City should take into account the CUMULATIVE IMPACT of all the new building that has already taken place in the vicinity of the proposed Paseo Marina development.

11. WATER TABLE: How will all this new construction, including the proposed Paseo Marina project, impact our water table? Will the City study this?

12. FINAL QUESTION: is there really an overriding need for more luxury housing in this neighborhood that would justify changing the current zoning at the site into a C2 zone? This zoning change would be necessary in order to have the mixed commercial and residential uses proposed for Paseo Marina. Isn't Los Angeles already headed in the direction of a glut of luxury housing, displacing older residents and contributing to the dramatic increase in homelessness? Is the City going to continue handing out permits for new developments like candy for kids and never mind the consequences?

Stephen H. Michael

Stephen H. Michael
4355 McConnell Blvd.,
Los Angeles, CA 90066

Jonathan Chang <jonathan.chang@lacity.org>

NO TO PASEO MARINA

mollmuse@aol.com <mollmuse@aol.com> Sun, Jul 2, 2017 at 10:21 PM
To: Jonathan.Chang@lacity.org

I am writing re the proposed Paseo Marina development at Glencoe and Maxella in Marina del Rey.
I am a current resident of Marina del Rey and have been here for nearly 14 years. I loved it when I moved here, but it is becoming increasing challenging to reside in this area.
There is terrible traffic congestion to the point where some days I cannot get out of my driveway because of the perpetual traffic on the once serene Glencoe Ave.
Moreover the nature of the congestion is frenetic and dangerous with extreme numbers of speeding cars and motorcycles mixed with bicycles and baby carriages - with everyone in a big hurry.

The LAST THING WE NEED IN THIS AREA Is more expensive apartments and condos. Marina del Rey has become overloaded with all kinds of building projects causing more and more delays leading to more and more speeding and accidents. IN speaking with residents in this part of town which used to function as a community, there is little sense of community as more and more people vie for space. We CANNOT MOVE! We need and appreciate he goods and services that are provided by the Marina Marketplace. Perhaps a remodel of the Marina Marketplace would be helpful in bringing more people to this shopping center. And perhaps a few carefully selected shops/restaurants. But more apartements?? NO. Especially not over 600 more residences.

FOR ONCE, I HOPE THE GOVERNMENT WILL HEED THE COMMENTS OF THE COMMUNITY AND REFRAIN FROM BUILDING AND BUILDING AND MORE BUILDING IN OUR ONCE LOVELY NEIGHBORHOOD. WE MUST LIMIT THE OVERBUILDING THAT HAS BEEN GOING ON HERE FOR TOO LONG.

Cheryl Mollicone
Marina del Rey resident

Jonathan Chang <jonathan.chang@lacity.org>

I am writing to you today regarding a very important issue

Evan Monteiro <oblivionbread@everyactioncustom.com> Tue, Jun 27, 2017 at 3:30 PM
Reply-To: oblivionbread@gmail.com
To: Jonathan.Chang@lacity.org

Dear Major Projects and Environmental Analysis Section Jon Chang,

I am writing to you in support of the proposed 658-unit mixed use development, including 66 dedicated affordable housing units, at 13450 W. Maxella Ave. I respectfully urge the LUPC to approve this project.

This project will provide much-needed housing in the greater Los Angeles region, which is facing a severe housing shortage. I believe that these housing challenges can only be addressed if everyone in the region does their part. It is especially encouraging to see the developer providing badly needed affordable units in the development as well. Los Angeles can't afford to disallow or reduce new housing, especially affordable housing, during this housing crisis.

This project is in a good location for housing. It is directly served by multiple bus lines and many neighborhood amenities such as shops and restaurants are within easy walking and cycling distance.

For these reasons, I believe this is a good project for the region and respectfully urge the city to allow the project to proceed as proposed.

Sincerely,
Evan Monteiro
2211 Malcolm Ave Los Angeles, CA 90064-2023
oblivionbread@gmail.com

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina Development

Jay Negrin <jmnegrin@roadrunner.com> Wed, Jul 5, 2017 at 6:03 PM
To: Jonathan.Chang@lacity.org

Mr Chang,

It has recently come to my attention that there are plans to “improve” Marina del Rey by adding 650+ apartment units, and reducing the number of commercial businesses in the area.

My major concern is that the traffic, which is already heavy, will become only worse. There are only 1200 parking spaces allocated for the development, which probably won’t even cover the projected apartments, not the commercial development. Any spillover will surely find its way into existing parking areas, which are limited as it is.

Traffic on the Marina Freeway near Mindanao Wy is very heavy during typical commute times. Traffic on Mindanao is heavy, and backs up at least a block or two.

Myself and other Marina residents are also concerned about the viability and reliability of water and electric service. Less than two years ago, we have experienced an increased number of power outages. Some are only a couple of minutes, but they have lasted for several hours at times. When the power goes out we lose indoor phone service, internet service, and power to garage door openers. Safety, at this point becomes a major concern.

The drawings that I saw were disingenuous, to say the least. They showed wide streets with few people strolling about. They streets are not THAT wide, and with all of those additional apartment units, I doubt there will only be a few people in the limited area, not the grand vistas portrayed in the drawings I saw.

Please reconsider approving the plan as originally presented. If it must be built, I think it should be scaled back to a more realistic nam her, not just what developer thinks he can do and profit from.

Jay Negrin
123233 Fiji Way; unit J
Marina del Rey, CA 90292
(818) 606-9849 (cell)
jmnegrin@roadrunner.com

Jonathan Chang <jonathan.chang@lacity.org>

RE: Case No: ENV-2016-3343-EIR Project Name: Paseo Marina Project Address: 13400-13450 Maxella Avenue, 4305-4363 Glencoe Avenue, Los Angeles, CA 90292 Council District: 11-Bonin

anewmaniphone <anewmaniphone@gmail.com> Tue, Jul 18, 2017 at 2:41 PM
To: Jonathan.Chang@lacity.org, Alan Newman <anewmaniphone@gmail.com>

Dear Mr. Chang,
I am writing to you as the LA City Planner in charge of the Paseo Marina Project.
Below are my comments regarding the Paseo Marina Project,
13400-13450 Maxella Avenue, 4305-4363 Glencoe Avnue,
Los Angeles, CA 90292
Please contact me if you have questions.

I have lived at my current address across from this proposed project for over 15 years. I have seen the residential and commercial growth in our area increase over the years. It seem that any available land in our area is being converted to large apartment buildings and/or apartment/commercial buildings.

The traffic has gotten worse and worse.
The air quality seems to be worsening as we see more and more black soot on on our balcony.
Also the noise has increased.
This Paseo Marina Project should not proceed. Adding this many more people to an already overcrowded area seem a big negative except to the developers who will profit from this.

I implore you to put a stop to this project or at the very least limit it's size and scope to minimize it's negative impact on the area.

Thank you,

Alan Newman

anewmaniphone@gmail.com

13600 Marina Pointe Drive, Unit 1514

Marina Del Rey, CA 90292

Jonathan Chang <jonathan.chang@lacity.org>

ENV-2016-3343-EIR - resident concerns about Paseo Marina development

Leslie Nuesca <lesnuesca@yahoo.com> Tue, Jul 18, 2017 at 3:15 PM
Reply-To: Leslie Nuesca <lesnuesca@yahoo.com>
To: "Jonathan.Chang@lacity.org" <Jonathan.Chang@lacity.org>

Dear Jonathan Chang,

I have resided at 12606 Short Avenue, Los Angeles, Ca, 90066 for over 25 years. I am strongly opposed to the development project called Paseo Marina planned for my neighborhood and request that my comments be included in the environmental impact report, reference number ENV-2016-3343-EIR.

I am opposed to this project because I feel it creates unsustainable increases in population density which will cause unhealthy and dangerous traffic congestion in the surrounding residential neighborhoods, will cause unhealthy increases in pollution, diminish the social economic diversity of a traditionally working class neighborhood by forcing long time residents to move due to increases in rent, will eliminate a valuable community commercial hub by bulldozing local stores, shops and restaurants, overburden local schools and other public services, irreparably damage the character of my neighbor and decrease the quality of life for all of the neighborhood residents.

Already our neighborhood is experiencing the enormous increase in traffic congestion created by the Playa Vista development, an increase in the number of new apartment buildings and newly constructed "road diet" lane reduction areas. Our neighborhood does not have the infrastructure needed to sustain the current or planned population increases. As new apartment complexes continue to flood our neighborhood traffic congestion has risen toward unsustainable levels. Commute times have exponentially increased for local residents and our neighborhood streets are being flooded by drivers attempting to avoid the restricted areas. This creates an unsafe environment for neighborhood families due to both reckless drivers speeding through residential areas and long lines of idling cars attempting to merge onto major thoroughfares. The former makes our neighborhood streets unsafe for families, children and pets and the latter creates pollution hazards from exhaust and heavy metals. Increased traffic congestion and population density will also limit the ability of emergency services to reach residents in a timely manner creating a danger for the local community. The Paseo Marina development will significantly increase the population density of the area and exacerbate these problems. Soon our neighborhood will become untenable due increases of both traffic congestion, pollution and restricted access to emergency services. In my opinion, these reasons alone are enough to stop the Paseo Marina development.

Our neighborhood has traditionally been a quiet working class neighborhood with an economically diverse population. The continued inflation of real estate values, started by the "Silicon Beach" businesses, will be exacerbated by the addition of the Paseo Marina luxury apartments. Already long time residents are being priced out of their homes and forced to leave the westside. I like the diversity of my neighborhood and want it stay an affordable area for all residents. I loath the idea of becoming yet another westside enclave for the wealthy. Residents should not be forced out of their homes just because the area has suddenly become trendy. There are many elderly neighbors, multi-generational families and renters living in my neighborhood. They are great neighbors and I would hate to lose them because they are being priced out of the area. The Paseo Marina development will hasten the demise of our neighborhood's diversity and alter its character. For these reasons, I do not support this development.

The Paseo Marina development will eliminate local businesses which provide an important social and commercial hub in my neighborhood. My family and I often walk to the movies, shops and restaurants that will be displaced by Paseo Marina apartments. I often walk to meet friends at our neighborhood coffee houses and restaurants. These businesses are a vital part of our local community. They offer a place for friends and families to gather, a walkable place for us to shop and socialize. Instead of wasting valuable time driving to another part of the city we have access to the amenities of our local family movie theater, restaurants and shops. This adds to the quality of life our neighborhood affords and enriches the families that live in the area. The loss of these businesses will be a loss of a valuable community resource, which will further diminish the character and quality of life currently experienced in my neighborhood. For these reasons, I feel the Paseo Marina development poses more harm than benefit for the local neighborhoods and community.

I strongly urge you to consider the immensely negative impact the Paseo Marina development will have on my community. For the reasons stated above, I strongly urge the City Council and the Mayor to reject this proposed development and any similar proposals for my neighborhood. Paseo Marina will increase the population density of our neighborhood irreparably damaging the surrounding neighborhoods, and increasing traffic congestion and pollution, which will permanently alter the quality of life and livability of my neighborhood. Please help to preserve the safety, integrity, diversity and quality of life in my neighborhood by rejecting the proposal to build the Paseo Marina luxury apartment development. Please include my concerns in your environmental impact report.

Sincerely,

Leslie Nuesca

O: 310-305-8755
C: 310-713-3317

Jonathan Chang <jonathan.chang@lacity.org>

Marina Marketplace

JLObert <obert.jeanne@gmail.com> Wed, Jul 5, 2017 at 1:08 AM
To: Jonathan.Chang@lacity.org

Dear Mr. Chang
We are overloaded with living spaces and have to much traffic in the Marina already. Please study this proposal and let existing businesses remain.

Thanks, Jeanne Obert

Jeanne Obert

Sent from my iPhone

Jonathan Chang <jonathan.chang@lacity.org>

(no subject)

Matt Ogens <ogensm@gmail.com> Sun, Jul 16, 2017 at 4:52 PM
To: jonathan.chang@lacity.org

Jonathan,

I reside at 4151 Redwood Avenue between Maxella and Washington. I'm writing in regards to the proposed development Paseo Marina on Maxella/Glencoe. This would negatively impact our neighborhood in many ways. Because of Playa Vista our streets have become congested as people use Redwood Ave and Glencoe Ave to cut through and avoid Lincolm Blvd traffic or as a shortcut to get onto the 90 Freeway.
With this new development it would create even more traffic. In addition, we rely on the retail shops there for our basics. Without some of these shops, we'd need to drive further. In general, a lot of larger apartment developments are being built, taking away from the charm of the neighborhood. I am hoping there is something we can do to stop this new development.

MATTHEW OGENS
WWW.MATTOGENS.COM
WWW.BULLITTBRANDED.COM

Jonathan Chang <jonathan.chang@lacity.org>

Concern about proposed Paseo Marina Project (ENV-2016-3343-EIR)

Eric Olson <eric@kartendesign.com> Thu, Jul 13, 2017 at 2:45 PM
To: jonathan.chang@lacity.org

Mr. Chang
I'd like to express my concern about the impact of the Paseo Marina project (ENV-2016-3343-EIR) as described in the initial study on our neighborhood.

I'm speaking on behalf of my family as 14 year homeowners in district 11 / Del Rey (Lyceum Ave) and a 20 year employee of a small creative business on Glencoe Ave.
Over the last 10 years my family and colleagues have dealt with the repercussions of continuous development in the area, including the construction of Costco on Washington, the Stella complex and remodeling on Maxella, and the 6 (or more) residential complexes constructed on a one-block stretch of Glencoe alone.

From an aesthetic perspective and neighborhood property value perspective, three 7-story apartment buildings would be incongruous with the single and two story residences across the street and for blocks to the east. Even the existing Glencoe lofts and apartments are 5 stories and less. Providing limited retail in an already impacted area, this complex would not be of value to anyone in the district save the developers themselves.
Three years of construction would also be a noise, traffic, and aesthetic blight that would be impossible to mitigate for us.

Our primary concerns with adding this much population density also include:
Parking strain: The Marina Marketplace complex has comparatively few tenants and frequent vacancies, yet the parking lot is full both day and night. it is difficult to imagine that 1277 parking spaces shared with 658 units (each of which requiring at least one parking space) wouldn't push retail parking onto city streets. Currently street parking is limited on both Glencoe and Maxella.

Pedestrian and Bicycle access: Maxella is a primary route for residents of Del Rey to access the Marina and Marina Peninsula. Via the Ralphs parking lot, bicyclists are already obliged to contend with Maxella (no bike lanes, no shoulder) and crossing busy Lincon blvd. (no bike lanes, no shoulder, single crosswalk access). In addition, Glen Alla park is two long blocks to the southeast and is busy with young families. Glencoe Ave. is already a north / south route from Culver Blvd. (serving the south bay) and the 90 freeway for motorists trying to reach Santa Monica via Walgrove and 26th Ave. while avoiding congested Lincold Blvd. Glencoe is also the entry / exit point for delivery trucks at it's FedEx hub. Additional auto traffic on these narrow streets would make bicycling a dangerous proposition for us and our kids.
Delivery drivers delivering supplies to existing retailers and restaurants are already obliged to park in the painted median on Maxella and cross the street illegally, which has compounded the congestion and stress on this street.

It's hard to believe (with the residential development that exists, has occurred recently, and is currently in process on Glencoe and Maxella) that our neighborhood is in need of more "luxury apartments".
There are vacancy signs posted at many of the existing complexes that support this position.

Please pass on our concerns to the City and Mr. Bonin.

Thank you,
Eric and Emily Olson
4131 Lyceum Ave
Los Angeles, CA
90066
310 871 4566

ERIC OLSON
Director of Design
eric@kartendesign.com

KARTEN:DESIGN

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Jonathan Chang <jonathan.chang@lacity.org>

Glencoe/Maxella development

mike otis <motis2@me.com> Sun, Jul 16, 2017 at 2:31 PM
To: jonathan.chang@lacity.org

Dear Sir,

I'm writing you to voice my opposition to the Glencoe/Maxella development in MDR. I live on Redwood in between Washington and Maxella, so I'm just one block away from the proposed development.

Please consider the following:

1. The added congestion this 3 building, 7 story each development will bring to an already heavily dense area. My street, Redwood, is used as a cut off street for commuters. Attached are pictures from my driveway at 5pm. Sometimes it takes me 5 minutes just to get out of my driveway at rush hour because the traffic is so heavy. If this is built it will make it even far worse.

2. If you have time, please drive the area to see how much new construction has recently been built. Condo/Apartment complexes have sprung up on Redwood, Glencoe, Del Rey and Beach streets, not only bringing added congestion to the area but continued building(along with the new Costco parking lot). This neighborhood is worn out by the hyper building going on. We haven't had a break for 10 years…. This project is scheduled to take 3 years to complete!

3. The stores in the center which will be torn down are needed. Pavillions, Save On Drugs, the Post Office, AMC movie theaters general seating(not dine in seating which is offered across the street which has limited seating and is expensive), many good restaurants, Coffee Bean, 2 Banks, etc. They are all needed and BUSY! The land developers will say that some of those will be in the new development. But how many? They will also say that there is a Ralphs and a Starbucks nearby which is true. But they are always busy as well. I can only imagine what shopping, grabbing a cup of coffee, seeing a movie or going to dinner will be like with fewer choices and 600+ apartments worth of occupants will be like. It will make this area un-liveable.

4. We don't have the infrastructure for such a project. We don't have mass transit in place. Further, during the winter our neighborhood has been hit by electrical outages several times. This massive building will only make those occur more often.

Please Sir, do the right thing. There needs to be city planning. Representatives need to represent the people who actually live in the neighborhoods that will be affected, not special interest or developers. The developers shouldn't be able to just come in and rezone the area and build what they want without ever personally having to deal with the consequences of actually living in the area. If they want to update the mall fine. But build this massive housing complex NO!

Thank you,

Michael Otis




TRD
7RKE742

Jonathan Chang <jonathan.chang@lacity.org>

Paseo/Marina development

Chris <kidpalzy@hotmail.com> Mon, Jul 3, 2017 at 10:53 AM
To: "Jonathan.Chang@lacity.org" <Jonathan.Chang@lacity.org>

Dear Mr. Chang,
You obviously don't live anywhere nearby this proposed development or you wouldn't be so enthusiastic about its erection.

The traffic already here is horrific and gridlocked. Adding this many units to live in will only worsen a bad situation.

Please rethink this.

Chris Palzis

Sent from my iPhone

Jonathan Chang <jonathan.chang@lacity.org>

Comments on proposed development at Glencoe & Maxella in Marina del Rey

Rachel Panush <rachelpanush@gmail.com> Tue, Jun 27, 2017 at 6:33 PM
To: Jonathan.chang@lacity.org
Cc: Mike Bonin <mike@mikebonin.com>, Mike Bonin <councilman.bonin@lacity.org>

Dear Mr. Chang,

I live a few blocks away from the proposed development on Michael Ave and I work on Del Rey Ave, both off of Maxella. I have been in the neighborhood since 2008 and have 2 children, currently 11 and 14.

We bike and walk often to this shopping area now, and I bike to work daily along Maxella. My kids walk and bike by themselves to go to the bookstore, to shop, or to visit me at work.

We are terribly disappointed that Barnes and Noble will be going away. We love having a book store to anchor our neighborhood as so many bookstores have vanished in the last decade or so.

Though the proposed campus looks lovely, and I do support denser mixed retail and residential development, I am very concerned about the traffic impact on our neighborhood.

There has been a lot of development on Redwood, Del Rey, and Glencoe in the last 10 years without any appreciable improvement to the existing roadways and traffic infrastructure. Biking in the Marina del Rey/ Del Rey area is already a high risk experience as we do not have any bike lanes and the intersections with 4-way stops seem to be a mere suggestion, especially along Alla. Glencoe is a particular treacherous bikeway, as are Del Rey and Washington Blvds. We've had an influx of Uber/Lyft drivers who routinely stop in the middle of streets and along red zones to let off passengers and they are often looking at their navigation and not the roadways. I would only expect this to increase ten-fold with an influx of thousands of new residents and shoppers.

Are there plans to add new and more frequent busses that would allow people to commute to work?
Are there plans for traffic calming or safer bikeways?
Will there be a way to mitigate the traffic that clogs our intersections at rush hour?

I could not support this development if traffic would increase by even 10% as it's already unsustainably bad. This is my air that I breathe 100% of the time too...

This area is already too congested, and the recent "road diets" imposed by Mike Bonin nearby have increased congestion. I find currently at busy times of day that it is very painful to try to exit my neighborhood. Walgrove and Glencoe clog up, Maxella backs up, and the Glencoe & Maxella intersection is high volume and very unsafe for pedestrians and cyclists. Nearby, on Alla, all of the major 4 way stops are highly dangerous for pedestrians and cyclists now. I would not want one car more without adding traffic lights and safety enforcement.

Perhaps you can ensure that traffic flows onto Lincoln and mimic the traffic calming measures that protect the neighborhood behind Costco.

I would be supportive of this development if LA were city in which the majority of commuters walked, biked, or used public transit to get around. But sadly, we are not.

So I do not support this development in this location.

Thank you for your consideration,

Sincerely,

Rachel Panush
4230 Michael Ave. 90066

--
Cell: 310.993.9693
www.executionists.com


Jonathan Chang <jonathan.chang@lacity.org>

MDR developement

Renae Paonessa <renaedp66@gmail.com> Wed, Jul 12, 2017 at 8:05 PM
To: jonathan.chang@lacity.org

This is NOT what our neighborhood wants or needs, Please let our voices be heard. The traffic here is already congested and just going to the market is a nighmare.

Thank you,

Renae



Renae Paonessa

Former Area Director for the Del Rey Neighborhood Council

310.339.5653 c

310.745.4516 d

Jonathan Chang <jonathan.chang@lacity.org>

Ref#: ENV-2016-3343-EIR

Parasiliti, Peter D <parasipd@lacitycollege.edu> Tue, Jul 11, 2017 at 9:22 PM
To: "jonathan.chang@lacity.org" <jonathan.chang@lacity.org>

Hi Jonathan,

I recently learned of the paseo marina development and am vehemently opposed to this development. Currently the traffic has become very congested with all of the development properties over the last several years as well as the mall development. This is a home and condo owning and residential area that doesn't need more rental properties. This will absolution impact our quality of life as well as stress the Neighborhood resources.

Please consider opposing this project.

Peter D. Parasiliti, MS, CSCS
Adjunct Assistant Professor
Kinesiology & Health Department
LA City College
O (323) 953-4000 x2856

Jonathan Chang <jonathan.chang@lacity.org>

ENV-2016-3343-EIR

Mapkelp@aol.com <Mapkelp@aol.com> Wed, Jul 5, 2017 at 12:26 PM
To: jonathan.chang@lacity.org
Cc: a7mparker@aol.com

Good morning Mr. Chang,

In regard to the proposed development called Paseo Marina on Glencoe and Maxella:

As long time residents in the immediate area we have witnessed significant negative impacts on traffic and safety after many large condominiums were permitted and constructed on Glencoe Avenue between Maxella and Washington Blvd.

The Paseo Marina project would exasperate these already difficult traffic conditions not to mention challenge further the parking in our area.

We respectfully request that the project be either tabled or significantly reduced in its scope.

Respectfully,
Michael & Mitzie Parker
13082 Mindanao Way No 62
Marina del Rey, CA 90292
TEL 310-739-5526

Jonathan Chang <jonathan.chang@lacity.org>

Case : Env-2016- 3343-eir

Yaffa Pascal-Silverman <yaffa101@aol.com> Mon, Jul 17, 2017 at 5:57 PM
To: jonathan.chang@lacity.org

>> To : city of L A Planning Commission.
>> John Chang
>> Major Projects Section
>>
>> Re: Case number: env-2016-3343-eir
>> Area : Palms - Mar Vista - Del Rey
>>
>> Dear Mr . Chang:
>>
>> Unfortunately, the proposed mix use project referenced above as envisioned will be a major detriment to the immediate and surrounding area .
>> The proposed density for this project at Villa Marina is now being added onto an already
>> rapidly expanding density footprint in the "Marina Lofts " sub market on Redwood, Glencoe and Del Rey Aves.
>>
>> Along with Current Additional increases to the density along the Marina Basins adjacent to Panay and Marquess Ways , which will bring the traffic , fire , police and health services to a critical breaking point .
>>
>> There is no mechanism that can alleviate the crunching blow to our infrastructure that the planned increases of residential units to our neighborhood by this proposed development will bring.
>>
>> Additionally, the current commercial center gives our area a sense of neighborhood that will be forever gone , once this project breaks ground .
>>
>> I request that the department of City Planning conducts further studies of the negative impact due to this proposed project:
>> 1) air quality
>> 2) geology/ soil and water table
>> 3) cultural and neighborhod:
>> Closure of bookstores
>> Coffee shops
>> Restaurants
>> UPS Store
>> 4) environmental and greenhouse gases
>> 5) aesthetics
>> 6) land use planning
>> 7) noise
>> 8) utilities and services.
>>
>> I thank you in advance for your consideration of the above comments.
>>
>> Thank you ,
>> Yaffa Pascal-Silverman
>> Marina Del Rey
>>
>>
>>
>>

Jonathan Chang <jonathan.chang@lacity.org>

ENV-2016-3343-EIR

Christopher M Petersen <cpetersen@cpfinancialinc.com> Thu, Jul 13, 2017 at 6:06 PM
To: jonathan.chang@lacity.org

I understand there are plans to develop 3 new high rises in Marina Del Rey that will create 658 residential rental units. Though I am not sure where they are in the entitlement process, I understand this is now the period for public comment.

Though I am not one usually opposed or for the very least offer any form of negative point towards new developments, this particular development creates some serious worries. Far from the unusual traffic that it will create there is presently two definitive reasons this construction may prove to be unwise to permit.

There is an old adage of build to the need. Supply and demand dictates much of where a market goes. Creating a glutton of apartments in this area is going to have severe consequences for those who operate and own buildings in the area now. I am aware through my business dealings that several buildings are boasting vacancy rates of greater than 5% in some cases as high as 20%. Introducing this much supply to a market that is not particularly looking for apartments will cause severe drops for the units on the market and can cause massive devaluation for the surrounding market. Much like what happened in 2006 in San Diego, between 2002-2004 San Diego permitted over 10,000 condominium units to be constructed of which when completed created a dearth of supply, when annually there were only on average 670 condos being purchased in the county to begin with. This oversupply caused condo prices to plummet and took years before they could utilize or sell the spaces. Well in Marina Del Rey and the surrounding areas, rents for 1 bedroom hover around $3,500 at that point most of these people who can afford $42,000 in annual housing are looking more likely to purchase than rent. If they should rent why wouldn't they rent in Silicon Beach where are there are still a large supply of units available. I have serious doubts they will be able to rent these buildings quickly or without damaging the current market. All you have to do is look at the vacancy issues at the Stella or the building on Redwood and Washington Blvd. or for that matter Washington Blvd. and Inglewood. All of these properties are taking a long time to fill units, and struggling to keep them there.

In addition to the stress the market could suffer from over supply is the removal of key infrastructure support and businesses that support the local community and make them attractive. Losing the movie theater, Coffee Bean, Fat Burger, the UPS store, the post office, plus the other seven businesses that are being removed would seriously dent one of the most attractive thing about living in Marina Del Rey or Del Rey, that is the availability of local vendors that support your consumer desires.

I respectfully ask the city to consider these items in any final determination. I do appreciate development, but perhaps a plan that would enhance or incorporate commercial retail needs and less residential would be more in line for benefit of the neighboring residents and businesses, and the developers.

Sincerely,

Christopher M. Petersen

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Jonathan Chang <jonathan.chang@lacity.org>

Public Comments on Scope of Project - Paseo Marina Case Number ENV-2016-3343-EIR

Phenix, Lynda (US - Los Angeles) <lphenix@deloitte.com> Fri, Jul 14, 2017 at 5:35 PM
To: "Jonathan.Chang@lacity.org" <Jonathan.Chang@lacity.org>
Cc: "Phenix, Lynda (US - Los Angeles)" <lphenix@deloitte.com>, "lyndaphenix@yahoo.com" <lyndaphenix@yahoo.com>

Date: July 14, 2017

To: Jonathan Chang

Subject: Public Comment Regarding:

Project: Paseo Marina

Case #: ENV-2016-3343-EIR

I have received a notice regarding the project cited above. As a homeowner at 4215 Glencoe Avenue, Unit 203, Marina del Rey, CA 90292, I am writing you regarding my concerns for the scope of the project and the negative impact it might cause to the quality of life of the citizens in our neighborhood.

I have owned/lived in my Glencoe Avenue residence for almost 10 years now and have seen a considerable increase in the number of high density buildings in the area, to the point where, we are experiencing an extreme strain on community resources in areas such as:

1. Traffic control - we now have bumper-to-bumper traffic on Glencoe and surrounding areas during morning and evening rush hours

2. Pedestrian safety – it is nearly impossible to cross Glencoe and many of the other neighborhood streets in a safe manner on foot or by bike – I have seen people, on bikes in particular, get hit on Glencoe. My apartment faces the road and believe me, I've seen bike/car accidents and car/car accidents increase as the population continues to swell

3. Police support -- it is insufficient now. We've had many thefts in the neighborhood and when I call the Pacific Division police, they tell me that they do not have the resources to cover the area. They have told me to take it up with our elected officials! And.. the crime continues.

4. Noise pollution – more traffic, more people, more noise. Glencoe sounds like a motor speedway now. I cannot open my windows anymore.

5. Air particulate pollution – with all the traffic, my windows and window ledges are covered with silt/filth. I can only imagine what I must be breathing in. It continues to get worse with each passing year. What will 600+ additional cars from the new residents of the property bring?

6. Lack of green spaces – gobbled up and the new buildings are often so close to the road, there is no green space, trees, etc.

7. Social services – displacement of low income residents due to rents/housing values continuing to creep up with the addition of this glut of luxury housing. Look around our neighborhood. It is disgraceful. Homeless people on every corner and it seems to get worse every day. They have nowhere to go. The new buildings offer a minimum of low income housing. The proposed property will over just over 60 low income units (10%). This is not enough to take care of our most vulnerable people. We are building a community that cannot accommodate economic diversity and continues to pump in these "luxury buildings" – many of which are not at full capacity now. We do not need more. There is a glut!

I do not believe the addition of this mega-project will enhance the quality of life of our neighborhood. As part of the scope and environmental studies, I would request that the following be studied and addressed:

1. Need for additional police support and accommodations for safety of the citizens of the neighborhood.

2. A quality of life study. Considerations for the preservation of green spaces for public enjoyment and the health benefits that trees, grass and other plans bring to our community.

3. Study of the additional pollution that will ensue as part of the actual construction process and, post development, the addition of residents in the 600+ units.

4. Study of impact to our micro-climates due to a building of this height including possible blocking of wind/cool breezes that many of us enjoy, but are beginning to diminish with these tall buildings beginning to surround us.

5. Study of the impact to local temperature with the loss of green space and increased concrete/asphalt, etc.

6. Study of impacts to the water table. This would include our adjacent wetlands and the precious wildlife that diminishes year over year.

7. Study of the sufficiency of sewage capacity. Can we handle more?

8. Lack of community meeting places. This property appears to be taking away much of the retail to replace it with apartments. We have a wonderful "walkability rating" for our community. What will happen to that rating once our stores, recreation, and green spaces are taken away and replaced with another massive, luxury building?

9. Study of any possible side effects to the environment such as liquefaction. It is my understanding that much of this area is built on fill dirt. What is the risk to the water table, development of sink holes, earth disruption in an earthquake?

In summary, I am very opposed to the scope of this project due to both environmental and quality of life factors:

1. The building is just too big/dense. Seems to be an excessive number of units in a market that already has plenty of luxury space not being used/not at full occupancy.

2. Building set-back. The building seems to be very close to the road. Loss of green space.

3. The building height is excessive. There are impacts to our skyline from a visual standpoint and possible impacts to our microclimates (wind/fog) and enjoying the sunshine/sunsets. It spoils the special character of our area.

4. Safety – we do not have the police, fire and security infrastructure in place to support another huge mega multi-dwelling residence.

5. Loss of quality retail that we may walk to. It does not feel like a "neighborhood" anymore without the ability to walk to nice stores, interact with our neighbors in common spaces and shop locally.

Please, I implore you to think about all of this. I am very concerned about these proposed changes and feel there is a lot more work to be done to determine if this is right for our community. As it is designed now, I see an inevitable downgrading or our existing surroundings.

Thank you for your consideration.

Lynda S. Phenix

lyndaphenix@yahoo.com

4215 Glencoe Avenue

Unit 203

Marina del Rey, CA 90292

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v.E.1

Regarding Case No. ENV-2016-3343-EIR, Paseo Marina

Gene Pomerantz <genepom54@hotmail.com>
To: "Jonathan.Chang@lacity.org" <Jonathan.Chang@lacity.org>

Sat, Jul 8, 2017 at 1:37 PM

Dear Project Planner Chang,

It is hard for me to find how in any way the Paseo Marina project will enhance the quality of life of those people who currently live in the neighborhood where the project will be built. But it is easy to see how it will degrade the quality of life for those people.

Consider the following issues:

Aesthetics: At present the property consists of a large, free to park, open to the public, parking lot with three commercial buildings spread out on it. Two of the buildings are two stories high, and one is one story high. These buildings will be demolished and replaced by three multi family residential buildings, each seven stories high, and together containing 658 residential units. What is now an open pleasant view will be replaced with what will seem like canyon walls along Maxella and Glencoe Avenues.

Air Quality: 658 residential units undoubtedly will bring minimally 658 (more likely double that) additional air polluting motor vehicles into the neighborhood .

Cultural Resources: A post office, a Barnes and Noble book store, a multi-screen movie theater, and numerous shops and restaurants, which are now there, will be lost to the neighborhood and replaced with residential units.

Hydrology/Water quality: This large development will demand a lot of water from the Los Angeles water system, water that certainly from time in the future will be scarce.

Noise: Certainly the noise during construction will be difficult for those nearby to bear, as will be the noise of ambulances and police vehicles going to the project after it is built.

Utilities/Service Systems: Likely this very large project will require that streets, notably Maxella and Glencoe, be torn up to get water to the project and to provide the project with sewage access.

Traffic/Transportation: Maxella, Glencoe, and nearby Lincoln Boulevard, frequently are jammed with traffic. The cars and trucks that the proposed 658 residential units will bring to those streets will significantly add to the gridlock on them. Furthermore, a large number of grade level parking slots will be lost, and parking will only be available in structures, where fees might be charged to park.

Sincerely,

Gene Pomerantz

13082 Mindanao Way #36

Marina Del Rey, CA 90292

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina, Case #ENV-2016-3343-EIR

judy pomerantz <judyp629@hotmail.com> Fri, Jul 7, 2017 at 10:41 AM
To: "jonathan.chang@lacity.org" <jonathan.chang@lacity.org>

Mr. Chang:

The planned intrusion of and ill-conceived development, Paseo Marina, in Marina Del Rey, is offensive. Did the developer not scope out the neighborhood? Did the developer not see that Maxella is a ONE LANE road and Glencoe is already over-developed? The traffic nightmare alone that will be imposed on the residents of this neighborhood is unconscionable. We pay property taxes -- thousands and thousands of dollars a year. You will diminish the quality of our lives, the quality of our neighborhood and the value of our homes. Just the increase in the number of cars that will pollute our air should be cause to cancel this ridiculous development. It will infringe on our already over-taxed parking problems, be a blight in terms of aesthetics and the increase in noise will pollute our life style. We are already dealing with over-development in the Marina. Shame, shame, shame on you for considering this selfish, ill-conceived plan. We will fight you to the last breath to keep it OUT of our neighborhood.

Judy Pomerantz
13082 Mindanao Way #36
Marina Del Rey, CA 90292

Jonathan Chang <jonathan.chang@lacity.org>

ENV-2016-3343-EIR

lisette.pulc@gmail.com <lisette.pulc@gmail.com> Tue, Jul 18, 2017 at 9:25 PM
To: Jonathan.Chang@lacity.org

NO, NO, NO!! To developing project PASEO MARINA!!

This will cause more traffic to an already crowded, traffic congested, full of shopping centers within a few miles.

To add to the congestion we now have lost traffic lanes in two areas that are already impacted by all of this new construction... Jefferson Blvd. and Culver Blvd. has now lost two lanes due to bike lanes; the same thing has occurred at Mar Vista .... traffic chaos on Venice Blvd.

STOP WILL ALL THIS HIGH RISE CONSTRUCTION!!

Sent from my iPhone

Jonathan Chang <jonathan.chang@lacity.org>

Letter regarding new construction in Marina del Rey

Linda Sperber <linda@sperberhotelgroup.com> Mon, Jul 10, 2017 at 11:27 AM
To: jonathan.chang@lacity.org

Dear Mr. Chang,

I have lived in the Marina for twenty years and over that time the traffic, noise and congestion has gotten terrible. There is no way the situation will improve with the construction of the new units and businesses. We need a smart vision for the future with controlled growth – why not build 350 units rather than 600?

With the proposed parking, I can't imagine how this will attract new renters and businesses. Ample parking needs to be provided for the new businesses and apartments; otherwise, they won't succeed. I know I personally will not patronize a shopping center if it's hard to find a spot. This is why I would rather drive to El Segundo or Manhattan Beach versus Santa Monica to do my shopping.

There should not be on-street parking; streets are already congested with traffic and it's not safe for pedestrians, bicyclists and automobiles.

In terms of gridlock, I have witnessed a firetruck and an ambulance simultaneously answer an emergency call and be stuck at the intersection of Lincoln and Maxella. No vehicles could move in this intersection. How will a situation like this be addressed – and prevented – in the future?

Traffic lights will need to be addressed, particularly on Lincoln, Maxella and Mindanao. Otherwise, the gridlock will only get worse. There needs to be turn signals at these streets.

Additionally, the turn signal for Marina Pointe needs to be made longer; currently it is way too short, and is constantly affecting traffic on Lincoln.

Lastly, no matter what is said, there is no question that parking and traffic will be greatly affected.

Thanks for your time. I hope you will take these into consideration and get back to me.

Linda Sperber Pullman

13650 Marina Pointe Drive #508

Marina del Rey, CA 90292

310-578-9513

310-306-1933 - cell


Virus-free. www.avast.com

Paseo Marina EIR and public scoping meeting

Bill Quade <waquade@gmail.com> Sun, Jun 11, 2017 at 3:15 PM
To: jonathan.Chang@lacity.org

I am unable to attend the upcoming scoping meeting, but wanted to voice my concerns about the new proposed development by Sares-Regis Group,

Case # ENV-2016-3343-EIR.

I am a resident who will be affected by this development. My concerns are:

1. Increased traffic and parking

    a. This area has experienced extensive growth over the past 10 years with no adjustments to the highway and street systems

    b. In particular, the intersection of Mindanao and Glencoe is a disaster with cars turning left from Mindanao to Glencoe – or alternately turning left on Redwood Avenue and driving through a residential street. Left turn at that intersection should be prohibited.

    c. The current parking lot serving the Marina Marketplace Shopping Center is already beyond capacity – this project could further impact the situation.

2. The loss of a neighborhood post office
3. The loss of a neighborhood UPS Mailbox store.
4. The affect that an additional 658 living units would have on the water and electrical systems.

Thank you for considering these concerns;

William Quade

4351 Redwood Avenue, Unit #2

Marina del Rey, CA 90292

Jonathan Chang <jonathan.chang@lacity.org>

Re: Case number: env-2016-3343-eir

Lee Quiring <lquiring@stmatthewsschool.com>
To: Jonathan.Chang@lacity.org

Mon, Jul 17, 2017 at 6:56 PM

Lee Quiring
St. Matthew's Parish School
8th Grade English/8th Outplacement
lquiring@stmatthewsschool.com

Re: Case number: env-2016-3343-eir
Dear Mr. Chang:

Unfortunately, the proposed mix use project referenced above as envisioned will be a major detriment to the immediate and surrounding area.
The proposed density for this project at Villa Marina is now being added onto an already rapidly expanding density footprint in the "Marina Lofts " sub market on Redwood, Glencoe and Del Rey Aves.

There is no mechanism that can alleviate the crunching blow to our infrastructure that the planned increases of residential units to our neighborhood by this proposed development will bring.
Additionally, the current commercial center gives our area a sense of neighborhood that will be forever gone, once this project breaks ground.

I request that the department of City Planning conducts further studies of the negative impact due to this proposed project:
1) air quality
2) geology/ soil and water table
3) cultural and neighborhood:
4) closure of bookstores, coffee shops, and restaurants
5) aesthetics
6) noise
7) utilities and services.

I thank you in advance for your consideration of the above comments.

Thank you,
Alfred Lee Quiring
4315 Redwood Ave. Unit 3
Marina Del Rey, CA 90292

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina

KathieQ <quiring@aol.com> Mon, Jul 17, 2017 at 3:43 PM
To: Jonathan.Chang@lacity.org
Cc: councilmember.bonin@lacity.org, proposedpaseomarina@gmail.com

7/17/2017
Mr. Chang,
I have lived in Marina del Rey for about 30 years. I am concerned about the number of residents who are living here now and the number still moving in. To build another multi-use facility seems to be more than the traffic grid can handle. We already have problems with vehicular and pedestrian traffic. I guess there is a concern about the utility infrastructure too, but that is something I don't know so much about. Many places add off-street parking, but that doesn't solve the amount of cars traveling our streets. I just can't believe the traffic around here. Even a quick run to the grocery store is impossible. Please do not let the Paseo Marina project go forward.
Thank you,
Kathryn Quiring
4315 Redwood Ave. Unit 3
Marina del Rey, CA 90292

RECEIVED
CITY OF LOS ANGELES
JUL 24 2017
MAJOR PROJECTS
UNIT

Jon Chang
Major Projects Section
City of Los Angeles Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

7/17/2017
Mr. Chang,
I have lived in Marina del Rey for about 30 years. I am concerned about the number of residents who are living here now and the number still moving in. To build another multi-use facility seems to be more than the traffic grid can handle. We already have problems with vehicular and pedestrian traffic. I guess there is a concern about the utility infrastructure too, but that is something I don't know so much about. Many places add off-street parking, but that doesn't solve the amount of cars traveling our streets. I just can't believe the traffic around here. Even a quick run to the grocery store is impossible. Please do not let the Paseo Marina project go forward.

Thank you,
Kathryn Quiring
4315 Redwood Ave. Unit 3
Marina del Rey, CA 90292

Jonathan Chang <jonathan.chang@lacity.org>

MARINA MARKET PLACE RESIDENTIAL DEVEOLPMENT.

Jonathan Chang <jonathan.chang@lacity.org> Mon, Jul 24, 2017 at 10:49 AM
To: F Ronald Rader <f.ronald.rader@gmail.com>

Good Morning,

Please find attached the Notice of Preparation for the Project, including directions on how to access the Initial Study through the City Planning website.

Thank you.

On Sun, Jul 9, 2017 at 10:03 PM, F Ronald Rader <f.ronald.rader@gmail.com> wrote:

> where can I see more information?
> tnx
> ron rader

--

Kind Regards,
Jon Chang
Planning Assistant

Department of City Planning
Major Projects
T: (213) 978-1914
200 N. Spring St., Room 750
Los Angeles, CA 90012
Jonathan.Chang@lacity.org

Paseo Marina NOP_Extension 6-23.pdf
2390K

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina project

Kris Rapisardi <kris.r.237@gmail.com> Mon, Jul 17, 2017 at 7:06 PM
To: Jonathan.Chang@lacity.org

Hello Mr. Chang,

I wanted to contact you concerning the Paseo Marina project that has been proposed in the Marina on Maxella Avenue. I have lived in the Marina and now in neighboring Playa Del Rey for over 20 years and have seen it become more and more congested and over developed, particularly in the Lincoln/Maxella area. Now there is a plan to build an even larger and taller structure in an area the can scarcely sustain the number of people the frequent it now.

The loss of some of the retail businesses, the traffic congestion as well as the strain on the already stressed power grid is a serious concern. I hope there is some way to reduce the impact of this plan, if not by eliminating it or at least by scaling it back. The very reason that so many of us were drawn to the marina, its beauty and tranquility, is gradually being chipped away by the runaway over development of the area.

Thank you for your attention to this situation. I hope that there can be an acceptable solution for all concerned. I would appreciate an acknowledgement to my letter if possible.

Best,

Kristoffer Rapisardi
8707 Falmouth Avenue, Unit 231
Playa Del Rey, CA 90293

Jonathan Chang <jonathan.chang@lacity.org>

ENV-2016-3343-EIR

kevin reid <kreidence@gmail.com> Mon, Jul 17, 2017 at 5:50 PM
To: jonathan.Chang@lacity.org

hello

i've been living on bonaparte ave (corner of glencoe and alla rd) for 7 years.

i really believe this size development would be WAAAY too much for the current street and stores to handle. even the most recent construction on glencoe is turning the existing traffic into a nightmare. This project may not be prevented, i realize, but it really has to be scaled down.

thank
kevin reid

July 15, 2017

Faxed to: (213) 978-1343
(Back-up fax in case mailed response doesn't get delivered by the 7-18 Comment deadline)
Imperial

Jon Chang
Major Projects Section
City of Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

Re: ENV-2016-3343-EIR (Paseo Marina)

Dear Mr. Chang:

I welcome the opportunity to respond to your Department's public comment period on the scoping of the preparation of an Environmental Impact Report for the proposed Paseo Marina. I oppose the project.

There are already hundreds of recently inhabited residential units within the area bounded by Lincoln Blvd., Fiji Way, Beach St, and Redwood Ave. Aside from a small retail. one-story, area with related surface parking on the south side of Mindanao west of Lincoln, there is the existing 100,781 single-story and surface parking of the Marina Marketplace, southern site. It is bounded by Glencoe and Maxella Aves. The proposed Paseo project will replace three existing, one-story shopping-center buildings with three seven story buildings. The project is expected to require zoning, height, and other amendments to the existing Community Plan for the area.

The project seeks to reduce this available retail area by about three-fourths. The existing surface parking in support of the shops is heavily used so that I have had to drive around the traffic oval and adjacent area at least twice in order to park when trying to visit, for example, the UPS store, the Post Office or Barnes and Noble. The parking area is also used by pedestrians crossing Maxella to visit the two-story retail uses on the north side of Marina Marketplace. The proposed replacement retail consists mainly of restaurants, not the existing range of retail. Public parking will be hugely worse and reduced with hard-to-access subterranean and above-grade lots.

The Paseo project seeks to build 658 multi-family residential units in three seven-story buildings. This is not a neighborhood compatible project. While some of the units will be offered below market, it is unlikely Sares-Regis will over the years make or keep the rents affordable to less than wealthy clients. Developers through Los Angeles renege on promises even in violation of County-filed documents related to permissible uses. The proposed open spaces, billed as public amenities including various paseos and paved plazas, will by architectural elements and private-operation serve to discourage if not prohibit public use. This has also been a common practice by local developers. The neighborhood will not know of the so-called "public access" and traversing the project's surface area will be burdensome. The proposed amenity building with seating at the southwestern edge of the project site will be the standard in-house tenant common room of similar projects. The loss of one-story retail and surface parking will be severely detrimental to the neighborhood and others who use the existing site.

The overall traffic impacts will be most troubling and seemingly not capable of adequate mitigation.. Traffic already backs up at non-rush hours along Glencoe Ave north of Maxella Ave., along Washington Blvd. in both directions and along Lincoln Blvd. from Mindanao to Venice Blvd. The proposed on-site parking for residents is greatly insufficient as units will have at least two and probably as many as four cars. Residents will not lessen car use in favor of the occasional public buses that pass nearby.

If the Sares-Regis group wants to enhance the community, they should build a smaller scale retail-oriented project and include along the Maxella-Glencoe border a pocket park, with benches, to be given to

the City's Department of Recreation and Parks to operate. The Paseo project should not include a dog park, as I think has been proposed. Having the potential for animal feces in proximity to food venders and the existing grocery store is unhealthy

I ask that City Planning notify all who respond to the current extended period (comment) of future public opportunity to comment. Not all of us live within 500 feet of the project site, the normal boundary for City notices.

Sincerely,

J. M. Reitzel

J. M. Reitzel
2436 Glencoe Ave.
Venice, CA 90291-5003.

July 15, 2017

RECEIVED
CITY OF LOS ANGELES
JUL 24 2017
MAJOR PROJECTS
UNIT

Jon Chang
Major Projects Section
City of Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

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Sincerely,

J. M. Reitzel

J. M. Reitzel
2436 Glencoe Ave.
Venice, CA 90291-5003.

Deep Shame

rippost <rippost@verizon.net>
To: Jonathan.Chang@lacity.org

Sat, Jul 15, 2017 at 10:11 PM

Dear Mr. Chang,

There is a long-standing open conspiracy between L.A. elected offal, beginning with Little Eric "I Wanna Be Pwezident" Garcetti, and greed-fiend developers (usually from foreign countries) to turn L.A. into an exponentially more congested, polluted, impassable atrocity than it already has become. All in the name of a mythical "housing crisis." Strong assertions? Not strong enough, by my measure. No one except greed-fiend developers and elected offal (look it up) wants this to happen.

THE LATEST HORROR: Paseo Marina in Marina del Rey, which is 658---six hundred and fifty-eight---new "luxury" apartments in three seven-story buildings (!), 1,200-space garage, and only 27,300 square feet of commercial space instead of 100,000 square feet existing. Gone will be the AMC theates, Barnes and Noble, and the DSW Shoes building. The resulting congestion, density, ugliness will be staggering.

This is nothing but more unconscionable enabling of titantic profit in the guise of addressing the "housing crisis." Of course, there is no "housing crisis." There is a "development crisis" of 25 or 30 years, in which developers have destroyed neighborhoods by building massive, ugly structures with no regard to impact on community. This phenomenon has driven housing prices off the scale---to the point where tear-downs in crummy neighborhoods start at close to a million bucks, and rents are anywhere from an astonishing $2000 a month to $6000 or more. No poor or middle class people can afford to live here, at this point.

Do you care?

The addition of 658 "luxury" apartments in the Marina---undoubtedly renting from $3000 to $7500 a month---will certainly do NOTHING to increase housing for those who need it. It will simply pander to the fatuous rich millennial tekkies who want to live in so-called "Silicon Beach."

Shame on all who endorse this project, and the myriad other projects that are destroying Los Angeles. Deep shame.

Rip Rense

Los Angeles

Jonathan Chang <jonathan.chang@lacity.org>

Apartments on glencoe

Shayna Resnick <Shaynaresnick@aol.com> Sun, Jul 16, 2017 at 6:57 PM
To: jonathan.chang@lacity.org

I completely disagree with this plan. Building apartments and taking away the only regular priced movie theater in the area. It is not fair to have people pay for the dine in price just because it's the only one in the area. Especially for people with children who sometimes can't see movies there. The last thing we need in this town is more apartments and nice restaurants and more congestion.

Shayna Resnick
Shaynaresnick@aol.com

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina development

Alyson Richards <alyrich24@yahoo.com> Wed, Jul 12, 2017 at 7:06 PM
To: "Jonathan.Chang" <jonathan.chang@lacity.org>

Dear Mr. Chang,

As a long-time homeowner in the area, I am shocked and terrified by the proposed Paseo Marina development. We have seen tremendous growth in new home development in this area on the last 15 years, and we have reached the limit.

There is no way our already congested streets can handle the traffic so many new homeowners would cause. Also, a development of such size would take away several things that make this neighborhood unique and desirable: one of that's standing bookstores in West L.A., our neighborhood market, and the ability to walk to or park at our favorite restaurants and shops.

Furthermore, the impact report you provided does nothing to assuage my fears and those of the community as a whole. This is grossly unneeded and will destroy the allure and value of the last wholesome town on the west side. Please don't turn us into another Santa Monica. The over- holding and over-crowding must stop.

Thank you for your consideration.

Sincerely,
Alyson Richards

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina

Chris Richardson <cerichardson@ca.rr.com> Fri, Jul 14, 2017 at 6:56 PM
To: jonathan.chang@lacity.org

This is my plea to reconsider this REALLY BAD IDEA.

1.) What consideration was given to existing neighborhood residence who have relied on and enjoyed the shopping center that will now be taken over by people who will consider it theirs?

2.) How do you accommodate TRAFFIC on Lincoln and surrounding areas? Don't tell me you're going to make it better because you never do, and there is no space to do it. Westwood is a prime example of disastrous planning. Years of 405 construction no different. The congestion is unbearable there.

3.) They're still building in Playa Vista. Nearly 60,000 new residence in the past decade. Have you seen Centinela at rush hour?

4.) Affordable housing is a lie in Los Angeles. When you build in areas that are inherently expensive, you can't afford the services, restaurants, markets etc., around you. It sounds like the developers are being altruistic, but they already know that a low income family isn't going to live in a Marina del Rey apt.

5.) Urbanize LA. People moved to Los Angeles to get away from crushing urbanization elsewhere. Space is actually *attractive* to people.

6.) I see the city I was born in catering to wealthy interest exclusively every day. By doing that, you are creating poverty. And then people complain about the homeless, about Medicaid recipients, crime, etc. This complex is designed for the wealthy, exclusively. The people who have built this community. Who love this community were NEVER considered. There really isn't any advantage to having thousand more people in a small area other than for the very few. I've seen the pictures of the tri colored buildings, with the useless balconies nobody uses. The 3 people jogging through the empty park. So realistic if you're on Prozac.

7.) Are we going to be slammed with more road diets in order to make it look like was a good choice?

I think you know by now that I am opposed to this special interest project as is nearly everyone in the area. PLEASE RECONSIDER.

Chris Richardson

Los Angeles, Calif 90066

310-398-1857

cerichardson@ca.rr.com

Jonathan Chang <jonathan.chang@lacity.org>

Opposition to ENV-2016-3343-EIR

Alexander Rietmann <intergalacticone@gmail.com> Fri, Jul 14, 2017 at 4:02 PM
To: jonathan.chang@lacity.org

To whom it may concern

I am absolutely opposed to the apartment project in Marina Market Place.

The area is already congested enough and adding so many units will make life even more unbearable in the Marina area. The existing retail and movie complex fills the needs of the residents in the area. Adding more apartments will make parking and driving in the area impossible.

Lincoln Blvd. cannot handle any more traffic and given the fact there there are several monster apartment projects under way in the Marina area, it is just incredible that project like the above mentioned are getting the green light.

Whatever happened to traffic mitigation? Nothing!

Please reconsider, going giving this project City approval. Stop this insanity.

thank you

Sincerely,

Alexander Rietmann

Jonathan Chang <jonathan.chang@lacity.org>

Proposed Paseo Marina Development: ENV-2016-3343-EIR

Kelly <kelly.j.robinson@gmail.com> Thu, Jul 6, 2017 at 10:33 AM
To: Jonathan.Chang@lacity.org

Jonathan,

I write in connection with the planning application referenced in the subject. I have examined the information that is publicly available and live in the area so I know the site well. I wish to object strongly to the re-development of the marina marketplace. The road infrastructure simply cannot handle the increase in traffic associated with adding mixed-use housing/retail development.

Jonathan Chang <jonathan.chang@lacity.org>

Pasaeo Marina Development ENV-2016-3343-EIR

Terri Robinson <terri90045@gmail.com> Mon, Jul 3, 2017 at 9:54 AM
To: Jonathan.Chang@lacity.org

Dear Mr Chang:

I'm hard pressed to understand how, in good conscience, our city planners can approve the massive size of this development. The safety, traffic, roads and environment are already maxed-out in and around Marina del Rey from the Southbay to Santa Monica. How much more can these communities bear? Is gridlock throughout all of Los Angeles the goal? There is already insufficient public transportation to handle the over development in Los Angeles. West L.A. including Marina del Rey along Lincoln Blvd and Sepulveda are already at a standstill. It used to take about 20 minutes max to get from Westchester/Playa del Rey to Santa Monica. Now days you are lucky to make it in 45 minutes in non-rush hour and over an hour during rush hour since all of these major streets have become the alternate commuter routes to the 405 and 10 freeways. As a result, we are fast approaching no distinction between non-rush hour and rush hour traffic. Please the citizens of Marina del Rey and immediate surrounding areas, and all of L.A., deserve better. We urge the planning committee to reconsider not just the size and scope of this partricular project but to also consider all projects in surrounding area that combined will ultimately adversely affect us all. Thank you.

Cheers!

Terri Robinson
terri90045@gmail.com

July 17, 2017

Jonathan Chang,
Major Projects Section, City of Los Angeles Department of City Planning

Re: Paseo Marina project
Case #: ENV-2016-3343-EIR

Dear Mr. Chang,

I am writing to you today to respectfully submit my comments, concerns, and questions about the proposed massive Paseo Marina project.

I have been a homeowner in the proposed Paseo Marina project area since 1998 and have seen the addition of many apartment/condo complexes to this area. They have greatly added to the density resulting in the increased use of our Natural Resources, Traffic Congestion, tall buildings built close to the road removing green areas, trees being cut down & not replaced, etc.

1. Utility usage has greatly increased resulting in frequent power outages that continue to this date.
    a. We never know when the electricity will go out!!
    b. This definitely impacts our quality of life!
    c. With the addition of 658 multi-family residential units in 3-7 story buildings and many more businesses, these outages will definitely increase!
    d. Has this been evaluated thoroughly?
    e. Please consider the Quality of Life for current residents as you consider approval of this massive project.

2. Many Senior Citizens live in this area due to the proximity to post office, grocery stores, book store, shoe stores, etc.
    a. Some of these citizens do not drive or are disabled and depend on being able to utilize services without a car or without driving on freeways.
    b. This proposed plan removes the post office, book store, shoe stores, several affordable restaurants, Hear USA, Bank of America ATM, Foot Massage Studio, Income Tax services, etc.
    c. It also removes the smaller movie theater that is more affordable and shows movies many people are interested in and to which grandparents may take their grandchildren.
    d. Please evaluate for this Quality of Life impact.

3. When the many existing buildings that must be removed are demolished, has there been a thorough evaluation for potential asbestos and other hazardous materials being emitted into the air?
    a. This will make the air quality worse in this area which has already been negatively impacted by the increase in traffic due to many other apartment/condo complexes built in the area.
    b. Please evaluate this further.

4. The proposed Paseo Marina project will add several tall buildings (7 stories) and many more residents & vehicles to the area.
    a. I ask you to please complete additional in-depth environmental impact studies to analyze thoroughly potential problems for our community due to this massive project & resultant greatly increased congestion.

5. Our roads will be further damaged by large trucks hauling out debris and bringing in materials.
    a. The noise level will increase as well as the traffic congestion.
    b. Please evaluate.

6. Los Angeles Sanitation and other sanitation company trucks come into the many housing units in the area weekly/daily to remove trash.
    a. Was there an evaluation of how these trucks could/would be delayed due to all the other trucks coming to the area or roads being closed during this 5 year massive building project?
    b. I ask that you please evaluate for this impact.

7. There will be great impact & additional stress on our existing Police & Fire Departments not only with the greatly increased number of people living in the area, but also the numbers of shoppers/visitors coming to the area.
    a. There will be the possibility of more auto accidents due to the greater number of cars resulting in more calls for Police/Paramedics, etc.
    b. Also there may be increased crime due the larger number of visitors to new facilities that will be issued liquor licenses and will be serving liquor until late in the evening.
    c. Please consider and address these points in the EIR.

Your attention to these issues before final approval is essential to this area and will be greatly appreciated!

Thank you very much for your consideration and evaluation of the above issues/concerns.

Evelyn A. Rupp
13310 Maxella Avenue, #8
Marina del Rey, CA 90292

Evelyn A Rupp

Jonathan Chang <jonathan.chang@lacity.org>

Development at glencoe and maxella

Paula Sadler <mazzzzy@ca.rr.com> Thu, Jun 22, 2017 at 10:23 AM
To: jonathan.chang@lacity.org

I just learned of the proposed plans for multi level residential/business development. Please STOP this madness! Our area is overwrought with congestion! We need a moratorium on all new building. Please do not approve this ridiculous plan!!!
Paula Sadler
Venice

Sent from my iPhone

Encouragement for Paseo Marina development

Samier Saeed <samiersaeed@gmail.com> Sun, Jul 2, 2017 at 6:54 PM
To: Jonathan.Chang@lacity.org

Mr Chang,

You're about to get a spate of emails protesting or expressing concern about the above-mentioned development, so I thought I would send an email in favor of it. It is true that it might make traffic worse, but the solution is actually accelerated urbanization so that neighborhoods in LA become self-contained, and nobody *needs* to drive in their neighborhood or several neighborhoods away for anything other than rare/specific purposes.

Rail access to MdR and Venice should be on the docket though, it's rather odd that current Metro plans--as great an achievement as they are--do not include any provision for North-South rail travel from, say, Playa Vista to Santa Monica. The economic activity that such a rail corridor, combined with larger buildings and more relaxed zoning laws, could generate would be enormous. Of course, though I one day hope to be involved in city politics in some capacity, I have no idea what the current obstacles to this are.

Also curious as to how developments in MdR fall under the purview of our office--I thought Marina Del Rey was county territory governed by the county Department of Beaches and Harbors.

Anyways, I hope the protests will have little impact on any plans--the naysayers and NIMBYs are always the loudest, but there are many denizens of this city who wish it was more like a real city but who don't complain in advocacy of their view with the frequency and vigor that opponents of development do.

Jonathan Chang <jonathan.chang@lacity.org>

Maxella/Glencoe development

Jose Sainz <sainzjose@hotmail.com> Mon, Jul 17, 2017 at 10:35 AM
To: "jonathan.chang@lacity.org" <jonathan.chang@lacity.org>

Good Morning Jonathan,

Its my understanding that there will be a huge construction planned in MDR in the short term (658 apartments) . I urge you to reconsider giving them a permit because this will continue to increase traffic in the area which is already over populated. Please help us conserve the 'home' essence and not create a chaotic city.

Regards,

Paco Sainz

July 13, 2017

Via E-mail

FROM: Ravi Sankaran
Resident and Homeowner, Marina del Rey / Del Rey
RaviSankaran2003@yahoo.com

TO: Jon Chang
Major Projects Section, City of L.A. / Department of City Planning
Jonathan.chang@lacity.org

RE: Paseo Marina Project
Case# ENV-2016-3343-EIR
Applicant: Sares-Regis Group

To all relevant parties,

I have been a resident and homeowner of the Marina Del Rey / Del Rey community for 3.5 years living at 4215 Glencoe Avenue just around the corner from the site of the proposed Paseo Marina project. I have seen numerous developments over my time here including new restaurants and other retail outlets, and have been in support of all of them. However the proposed Paseo Marina project is markedly different and is simply not feasible for several reasons.

This project, as currently designed, would negatively affect everyone in this immediate neighborhood, and have far reaching ripple effects on traffic and public safety throughout the Lincoln corridor.

For starters, the traffic down Glencoe, Maxella, Lincoln, and Mindanao has significantly increased over the last several years. As a result traffic accidents and collisions have significantly increased especially at the intersection of Glencoe and Maxella, the exact location of the proposed project. As more and more units are built, more and more traffic has come, but the amount of units built in recent years is nothing compared to the 658 units proposed in the Paseo Marina project. And the proposition of adding that many residents and cars to an area that is already so densely populated is especially problematic when it comes at the cost of what is currently public retail/commercial space. Glencoe Avenue has become a main thoroughfare even though it was never meant to be such. And the already overcrowded Lincoln Blvd. simply cannot handle more traffic.

Furthermore, there is already limited street parking for residents and guests of residents. This project would monopolize parking spaces and remove much needed street parking. Add to all of this the increased air pollution from more cars, and it adds up to a cumulative hazard for residents here.

Of additional concern is the conversion of 100,000 square feet of commercial real estate to **675,000** square feet of residential and only 27,000 square feet of commercial — which means that the area that is currently beneficial and usable by residents is essentially being DECREASED by three-quarters while at the same time drastically INCREASING the number of people who need those same businesses and public places.

Lastly, there is currently insufficient open space in our neighborhood, and this would strain the already overcrowded public spaces, fundamentally changing the character of the neighborhood for the worse. The proposed open spaces that are part of this plan are miniature and insufficient and would not even accommodate the newly added residents while depriving all residents of a walkable and safe residential neighborhood.

As I previously stated I have been in support of every proposed development project in my neighborhood since the time I moved here 3.5 years ago, but I strongly oppose this project because it is infeasible, unreasonable, impractical, and unfair to existing residents and businesses.

-Ravi Sankaran
3.5-year resident of Marina del Rey / Del Rey

Jonathan Chang <jonathan.chang@lacity.org>

Proposed Development

jts0023 <jts0023@yahoo.com> Sun, Jun 11, 2017 at 8:05 AM
To: jonathan.chang@lacity.org

Good morning.

My name is Jef Schilp and I am a resident of Del Rey. I am dismayed about the proposed set of seven story buildings on the now leveled corner of Glencoe and Culver Blvd. This area has been severely impacted in recent years by major expansion on Jefferson, on Washington, and now on Venice boulevards. Traffic is much more dense even without taking account of the massive influx of tourists about to flood the west side. If we are forced into another 2500 to 3000 residents, traffic will come to a standstill, pollution from that traffic will further deteriorate the remaining Ballona Wetlands, and the public safety of pedestrians and cyclists will be further endangered.

We must look not only at how much money you and the developers can make but at the long term risks to safety, resources, natural habitats, and the smooth flow of humanity. This proposal must not be allowed to pass. We cannot be crammed in any more.

Please stop the overdevelopment of our neighborhood by greedy developers only looking to make a buck

Thank you,
Jef Schilp
Concerned Del Rey Resident

Sent from my T-Mobile 4G LTE Device

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina Project

Theresa Schnepf <theresa.a.schnepf@gmail.com> Sun, Jul 2, 2017 at 10:46 PM
To: "jonathan.chang@lacity.org" <jonathan.chang@lacity.org>

I am a resident of the Azzurra, which would overlook this proposed development and would like to express my support for the project as currently envisioned.

The plan is thoughtful. Walkways to the commercial areas would provide safer access than the parking lots currently available. Development density has been balanced with new parking requirements. The current enterprises on the site are not critical to the neighborhood.

The information session was useful. I hope this project comes to fruition.

Thanks,
Theresa Schnepf
--
Thanks,
Theresa

Jonathan Chang <jonathan.chang@lacity.org>

I am writing to you today regarding a very important issue

Daniel Schreiner <dan000419@everyactioncustom.com> Tue, Jul 18, 2017 at 5:30 PM
Reply-To: dan000419@aol.com
To: Jonathan.Chang@lacity.org

Dear Major Projects and Environmental Analysis Section Jon Chang,

I am writing to you in support of the proposed 658-unit mixed use development, including 66 dedicated affordable housing units, at 13450 W. Maxella Ave. I respectfully urge the LUPC to approve this project.

This project will provide much-needed housing in the greater Los Angeles region, which is facing a severe housing shortage. I believe that these housing challenges can only be addressed if everyone in the region does their part. It is especially encouraging to see the developer providing badly needed affordable units in the development as well. Los Angeles can't afford to disallow or reduce new housing, especially affordable housing, during this housing crisis.

This project is in a good location for housing. It is directly served by multiple bus lines and many neighborhood amenities such as shops and restaurants are within easy walking and cycling distance.

For these reasons, I believe this is a good project for the region and respectfully urge the city to allow the project to proceed as proposed.

Sincerely,
Daniel Schreiner
4827 Bonvue Ave Los Angeles, CA 90027-1104
dan000419@aol.com

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina

Nancy Shaw <npshaw49@gmail.com> Wed, Jul 12, 2017 at 4:10 PM
To: Jonathan.Chang@lacity.org

To Jon Chang, Department of City Planning

My husband and I are absolutely appalled at the Paseo Marina development project that we recently become aware of. It so benefits a few while destroying the quality of life for so many residents of this community who are also outraged. We personally have been in this community for 19 years and have never seen a more disruptive, unnecessary, non-serving development proposal, and a more flagrant abuse of the quality of life that our neighborhoods have been built on and trying to hold onto in the face of big money and business/development. Over-population, sound and air pollution, traffic gridlock and destruction of the smaller neighborhoods are just a few of the issues that come to mind with this project.

I hope you are not in favor of this proposal and if you are, I urge you to see it through the eyes of those of us who have made our lives here for many years and wish to continue living here.

Nancy Shaw

4049 Lyceum Ave.

Los Angeles, CA 90066

July 15, 2017

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CITY OF LOS ANGELES
JUL 24 2017
MAJOR PROJECTS
UNIT

Jon Chang
Dept. of City Planning
City of Los Angeles
200 N. Spring Street
Los Angeles, CA 90012

Re: ENV-2016-3343-EIR/Paseo Marina Project

Dear Mr. Chang,

I am deeply concerned upon hearing of the proposed Paseo Marina project.

I realize I probably will not be able to stop the project. I am asking that the project be scaled down. The proposed project area is already a busy shopping center. I feel that replacing Barnes and Noble, DSW and the AMC Classic theater with 658 Luxury apartments consisting of 3 seven story buildings and a parking garage is not in the best interests of the neighborhood and will change the character and feel of it dramatically.

The traffic implications are staggering. I see increased road congestion in a location where it is already a problem due to the other recent and continuing apartment projects. The strain and impact on our roads, sewer services, water use, our emergency services, simply stated, our existing infrastructure, is a given. The increased pollution, noise, population density deeply concerns me. I believe our quality of life will be greatly and negatively affected.

The removal of local retailers is also a great concern. A unique little "village" will be turned into a cookie cutter copy of every other new development that has come into being of late. Unique areas are disappearing at an alarming rate. Change is inevitable but it doesn't have to look like this.

I continue to hear about the necessity for more housing, especially affordable housing. This project will not aid in helping that cause. If more housing and affordable housing is a real concern, this project is not the answer.

Please share my concerns and comments with all involved with the project. If we can't stop the project, I ask that it be scaled down to a much smaller footprint and impact.

Thank you for reading my letter. Updates on the project would be appreciated.

Sincerely,

Mrs. Mabel Shimasaki

Mrs. Mabel Shimasaki
4317 Chase Avenue
Los Angeles, CA 90066

Jonathan Chang <jonathan.chang@lacity.org>

ENV-2016-3343-EIR, Project PASEO MARINA

Jan shure-hurwitz <yanushkash@gmail.com> Sun, Jul 16, 2017 at 6:30 PM
To: Jonathan.Chang@lacity.org

July 16, 2017

Dear Mr. Chang,

It seems inconceivable to me that anymore apartment buildings, garage parking, or commercial space is needed around this area. The traffic continues to get heavier and heavier. Cars already zoom down the residential side streets. I don't see that this will benefit anyone except the commercial interests of realtors and other businesses.

Taking away Barnes and Noble is a crime. There are no book stores around, anywhere. It has successfully serviced this community for a long time.
How nice it's been to have 2 movie theaters nearby. Why take away that pleasure? Every new development in Playa Vista and Culver City has included theaters. What is it that this project is offering - buildings, buying and more buying, traffic and people cut off from free spaces to walk around. Keep the theaters and book store and build a park with benches, trees and flowers in and around these cultural centers.

Kindly keep this in mind as you consider what you would call "progress". For whom is it progress? Money, money, money, financial interests and lack of community foresight is what it actually is.

Thank you for your time and consideration.

Jan Shure-Hurwitz
Community Resident

cc: Facebook(http//:facebook.com/Mike BoninCD11/

cc: proposedpaseomarina@gmail.com

Jonathan Chang <jonathan.chang@lacity.org>

Fwd: Paseo Marina development

Ralph Sibley <ralph@sibley.ws> Sun, Jul 16, 2017 at 7:42 PM
To: Jonathan.Chang@lacity.org

Begin forwarded message:

From: Ralph Sibley <ralph@sibley.ws>
Subject: Paseo Marina development
Date: July 9, 2017 at 8:12:00 PM EDT
To: Chang@lacity.org

Mr. Chang:

We want to express our opposition to this proposed development.
We often travel on Maxella, Glencoe and the nearby section of Mindanao
and patronize businesses in the Marina Marketplace, especially Barnes&Noble,
DSW and the movie theatre.

The traffic disruptions and construction noise and pollution would also affect
nearby businesses such as the Villa Marina 76 station, FedEx, and Marina
Dental, which we also patronize.

Ralph & Cay Sibley
Playa del Rey

Jonathan Chang <jonathan.chang@lacity.org>

RE: ENV-2016-3343-EIR

Harvey Silver <harveysilver@me.com> Wed, Jul 12, 2017 at 8:35 AM
To: jonathan.chang@lacity.org
Cc: Harvey Silver <harveysilver@me.com>

To: Jon Chang

From: Jack and Susan Silver

address: 13078 Mindanao Way, #213

Marina del Rey CA 90292

310-855-3556

RE: ENV-2016-3343-EIR

My question for you re the proposed development:

IS THERE ONE – JUST ONE – RESIDENT IN THE ADJACENT AREA TO THE PROPOSED DEVELOPMENT THAT SUPPORTS IT? JUST ONE PERSON WHO IS NOT FINANCIALLY TIED TO THE DEVELOPMENT THAT SUPPORTS IT?

I would be willing to bet if you can find one, they would stand alone on this issue.

I would be willing to venture that its supporters are limited to only the developer and those persons who will benefit financially... and I would further bet that few if any of them live in the community.

So in the end, the question becomes:

WHO DO YOU REPRESENT? THE RESIDENTS WHO ALL LIVE IN THE AREA OR THE DEVELOPERS?

And why do you suppose the people you represent and you depend upon to elect you to office to represent them oppose this project? One does not not need a degree in city planning; you don't need an environmental impact study. All that is needed is common sense and eyes. The traffic, the access, the number of new demands put on the infrastructure would be overwhelming.

Fwd: Case : Env-2016 - 3343- Eir

Mark Silverman <markny7@gmail.com> Mon, Jul 17, 2017 at 5:58 PM
To: jonathan.chang@lacity.org

Recent below with correct case number

Sent from my iPhone

Begin forwarded message:

From: Mark Silverman <markny7@gmail.com>
Date: July 17, 2017 at 5:38:59 PM PDT
To: jonathan.chang@lacity.org
Subject: Fwd: Case : Env-2016- 3343-EIR

To: johnathan.chang@lacity.org
Subject: Case : Env-206- 3343

To : city of L A Planning Commission.
John Chang
Major Projects Section

Re: Case number: env-206-3343
Area : Palms - Mar Vista - Del Rey

Dear Mr . Chang

Unfortunately, the proposed mix use project referenced above as envisioned will be a major detriment to the immediate and surrounding area .
The proposed density for this project at Villa Marina is now being added onto an already rapidly expanding density footprint in the "Marina Lofts " sub market on Redwood, Glencoe and Del Rey Aves.

Along with Current Additional increases to the density along the Marina Basins adjacent to Panay and Marquess Ways , which will bring the traffic , fire , police and health services to a critical breaking point .

There is no mechanism that can alleviate the crunching blow to our infrastructure that the planned increases of residential units to our neighborhood by this proposed development will bring.

Additionally, the current commercial center gives our area a sense of neighborhood that will be forever gone , once this project breaks ground .

I request that you and your staff please do further studies of the negative impact due to this proposed project:
1) air quality
2) geology/ soil and water table
3) cultural and neighborhod:
Closure of bookstores

Coffee shops
Restaurants
UPS Store

4) environmental and greenhouse gases
5) aesthetics
6) land use planning
7) noise
8) utilities and services.

I thank you in advance for your consideration
of the above comments.

Thank you ,
Mark Silverman
Marina Del Rey

Sent from my iPhone

Jonathan Chang <jonathan.chang@lacity.org>

Proposed residential project on Maxella

Lois Slavkin <loisslav@me.com> Sat, Jul 8, 2017 at 6:46 PM
To: Jonathan.Chang@lacity.org

Dear Mr. Change:

I am a homeowner in the Cove, one of three high-rise condominium towers in the cul de sac on marina Pointe Drive. With regard to the development proposed for Maxella, I am a bit confused on an issue and would appreciate some clarification. In the initial description that I received, I believe it indicated that the rental apartments would all be targeted to seniors, but I didn't notice a reiteration of that intention on the second notice that was sent out. Can you clarify the target resident description intended for the entire development — seniors or the broad population? In addition, would you clarify the target population for the 66 units reserved for low-income — are they for low-income seniors? Thank you very much.

Sincerely,

Lois Slavkin

Proposed residential project on Maxella

Jonathan Chang <jonathan.chang@lacity.org> Thu, Jul 27, 2017 at 9:20 AM
To: Lois Slavkin <loisslav@me.com>

Good Morning,

You can contact me directly at (213) 978-1914 regarding additional questions on the Project.

Thank you.

On Mon, Jul 24, 2017 at 12:23 PM, Lois Slavkin <loisslav@me.com> wrote:

> Dear Jonathan,
>
> Thank you for your response to my inquiry.
>
> On another related issue of primary importance to this community, does an overall plan for the Marina exist? If so, can you tell me when was it last updated, and may I have a copy? It appears to me and many of my neighbors that there has been little, if any, conscious planning for the Marina as a whole. A plan for the entire area of Marina del Rey that is conscientiously implemented is critically required in order to adequately serve the needs of existing residents rather than the financial needs and expedience of developers who may seek only profit from this area rather than offer optimum quality of life for the people who live, work, shop and recreate within the Marina. Those of us who live in the three luxury high-rise condominium buildings at the end of the cul de sac of Marina Pointe Drive are especially concerned that retail establishments in the planned mixed-use project will not meet our needs and that, as in the case of many of the retail establishments on the north side of Maxella, will not reflect our need for stores and restaurants (such as Crate and Barrel, Williams Sonoma, Lululemon, Superba, Gjelina, Container Store, perhaps a small-scale Nordstrom's (not Nordstrom's Rack), True Food, Hillstone, etc.), and that we will continue to have to drive out of our community in order to meet our needs and desires for higher-quality products and services.
>
> Importantly, there is presently a deep divide between recreation and lifestyle activities around this marina waterway in contrast to the activities of the built environment. This is reflected in the lack of public access to the marina such as the dangerous rocky dirt path that serves as the only access to the Marina from the "city" side of the Marina through Admiralty Park (I have witnessed elderly pedestrians fall on this path and mothers/nannies with baby strollers trip and/or fall), Fisherman's Wharf which has long needed restructuring and updating, the lack of restaurant entrances, green space and walkways that make it possible for boaters to step directly from boat onto dock and land, as well as other water-to-land amenities including a pedestrian boardwalk bordering the entire marina. These are but some of the issues of great concern for those of us who have selected the unique beauty and sense of community that we have long-hoped would define this water-centric region. I would very much appreciate your response to my queries per the above.
>
> I am an urban planner as well as resident, and would very much appreciate being added to the mailing list for the Project in question, as well as for overall planning for the Marina. Thank you so much.
>
> Sincerely,
>
> Lois Slavkin, M.A.
> 310.591.7499
>
> 13650 Marina Pointe Drive
> Unit 1102
> Marina del Rey 90292

Jonathan Chang <jonathan.chang@lacity.org>

ENV-2016-3343-EIR

christine smith <christinecordova49@gmail.com> Thu, Jul 13, 2017 at 1:12 PM
To: jonathan.chang@lacity.org
Cc: Esther Carranza <freespirit2travel@gmail.com>

Dear Mr. Chang,

I am very disturbed about this Paseo Marina project. I have lived in this neighborhood since 1950. I have seen a lot of changes but enough is enough. I won't even drive on Lincoln Bl after 3pm because the traffic is so bad. I walk my dog everyday in that area and I am thankful for the shops we still have there. We do not need more traffic congestion, noise, population density, and parking problems. Along with that comes more crime. I am pleading my case and I'm hoping it doesn't land on deaf ears. Please reconsider the effect another 2000 people will have on our community and our streets.

Christine Smith

Paso Marina Project

Jonathan Chang <jonathan.chang@lacity.org> Thu, Jun 29, 2017 at 11:04 AM
To: dia561 <dia561@aol.com>

Good Morning,

Thank you for your comment regarding the Paseo Marina Project. Your comment is in the public record for the project and will be used in the development of the Draft Environmental Impact Report.

Thank you.

On Sat, Jun 24, 2017 at 10:41 AM, dia561 <dia561@aol.com> wrote:

> Horrors!!! Give this community and surrounding areas a break!
>
> Population density is already high w/the Playa Vista development below the Loyola bluffs. We need to breathe and not feel hemmed in and suffocated by high rise developments.
>
> And, Traffic is already tied up with the lane changes on Jefferson blvd. Another nightmare is upon us.
>
> Diane C Smith
> Del Rey, CA 90230
>
> Sent from my T-Mobile 4G LTE Device

--

Kind Regards,
Jon Chang
Planning Assistant

Department of City Planning
Major Projects
T: (213) 978-1914
200 N. Spring St., Room 750
Los Angeles, CA 90012
Jonathan.Chang@lacity.org

Jonathan Chang <jonathan.chang@lacity.org>

Proposed project "Paseo Marina" at 13400-13450 Maxella Ave., 4305-4363 Glencoe Ave.

Gordon Smith <gordonsmith17@yahoo.com> Fri, Jul 14, 2017 at 6:27 PM
Reply-To: Gordon Smith <gordonsmith17@yahoo.com>
To: "Jonathan.Chang@lacity.org" <Jonathan.Chang@lacity.org>

Dear Mr. Chang:

Case No: ENV-2016-3343-EIR
Project Name: Paseo Marina
Project Address: 13400-13450 Maxella Avenue, 4305-4363 Glencoe Avenue, Los Angeles, CA 90292
Council District: 11-Bonin

We live in the Regatta Seaside. We have been speaking to quite a number of the Regatta residents, and they have uniformly expressed great concerns about the above project. The main concerns seem to be:

Increased traffic congestion. The already very bad traffic congestion on Lincoln Boulevard and the key arteries will be getting worse anyway from the several new residential projects underway with about 500 new residential units coming online in Glencoe-Maxella in the next year or so, whose added traffic has not yet been felt. The new incremental residences (658 new residences with 1214 parking spaces) of this Project on top of the 500 new units already coming could make the traffic unbearable. It will also potentially contribute to slowed emergency services response times.

Air quality degradation/rise in greenhouse gas emissions. This is especially true for this site, as it is not readily accessible by public transit. Many homeowners in the area were willing to pay a premium to be in this neighborhood near the ocean because it had better air quality and cooler temperatures, and and this Project, as designed, could negatively impact those qualities.

Reduction in nearby, walkable retail. This development plans to remove almost 3/4 of the existing retail space (taking out 100,000 sf and replacing only 27,000 sf) and diminish the overall "walkability" of the neighborhood to restaurants and services. If the site owners wish to redevelop this space, many people feel that rather than more residential units, refurbishing the current retail and/or building out more and better retail would serve the community better and allow more walking access to services would be better options.

Other potential adverse effects impacting the neighborhood are demise of the overall feel and aesthetics of the neighborhood with an undesirable design density and noise, obstruction or diminishing of some homeowner views;and reduced overall desirability and livability of the area.

We recommend this project either be stopped or modified towards a more community oriented retail center redevelopment that the to which the substantial existing residential and 500 new residential units already coming online can walk for restaurants, retail, and services.

Thank you,

Gordon and Deborah Smith
Regatta Seaside

Jonathan Chang <jonathan.chang@lacity.org>

MDR building

Gina Sommo <ginasommo@gmail.com> Sat, Jun 10, 2017 at 3:38 PM
To: jonathan.chang@lacity.org

Mr. Chang, I very concerned and very against this massive project being proposed in the Marina. Please rethink letting this pass in its current massive state. We are tired of the density and traffic!
As homeowners and lifelong residents, enough is enough!

Gina & Tony Sommo

Jonathan Chang <jonathan.chang@lacity.org>

Development in Marina Marketplace

Pamela Stacey <pamstacey@gmail.com> Mon, Jul 3, 2017 at 8:28 AM
To: Jonathan.Chang@lacity.org

Dear Jonathan Chang and City Officials,

Please, please do not allow the massive residential development of Marina Marketplace. We are already prisoners in our neighborhoods because of traffic, and this development will throw the keys away.

We need our commercial gathering places to foster community, not more angry neighbors trying to get in and out.

Please speak for us.

Thank you,
Pam Stacey
90293

Jonathan Chang <jonathan.chang@lacity.org>

Fwd: Question/favor from Phyllis

Layla Steinwald <lsteinwald@gmail.com> Sun, Jul 16, 2017 at 10:28 AM
To: Jonathan.Chang@lacity.org

July 16, 2017

Jon Chang
Dept. of City Planning
City of Los Angeles
200 N. Spring Street
Los Angeles, CA 90012

Re: ENV-2016-3343-EIR/Paseo Marina Project

Hello Mr. Chang,

Thank you for taking the time to read my email. I am reaching out as I am deeply concerned upon hearing of the proposed Paseo Marina project.

I know the project will go on despite pleas so I am asking that the project be scaled down. The proposed project area is already a busy shopping center. I feel that replacing Barnes and Noble, DSW and the AMC Classic theater with 658 Luxury apartments consisting of 3 seven story buildings and a parking garage is not in the best interests of the neighborhood and will change the character and feel of it dramatically.

The traffic implications are staggering. I see increased road congestion in a location where it is already a problem due to the other recent and continuing apartment projects. The strain and impact on our roads, sewer services, water use, our emergency services, simply stated, our existing infrastructure, is a given. The increased pollution, noise, population density deeply concerns me. I believe our quality of life will be greatly and negatively affected.

The removal of local retailers is also a great concern. A unique little "village" will be turned into a cookie cutter copy of every other new development that has come into being of late. Unique areas are disappearing at an alarming rate. Change is inevitable but it doesn't have to look like this.

I continue to hear about the necessity for more housing, especially affordable housing. This project will not aid in helping that cause. If more housing and affordable housing is a real concern, this project is not the answer.

Please share my concerns and comments with all involved with the project. If we can't stop the project, I ask that it be scaled down to a much smaller footprint and impact.

Thank you for reading my letter. Updates on the project would be appreciated.

Sincerely,

Layla Steinwald
Longtime resident of Santa Monica and Marina Del Rey

Jonathan Chang <jonathan.chang@lacity.org>

Re. Paseo Marina Development (corner Glencoe and Maxella) ENV-2016-3343-EIR

Vivian Szeto <v2resident2@gmail.com> Mon, Jul 3, 2017 at 7:48 AM
To: jonathan.chang@lacity.org

Please don't do it!

As a Marina del Rey resident of over 20 years, I beg you Please Don't Do It !

Marina Marketplace is an oasis amongst the over-built crammed in apartment / condos that is now a blight in Marina del Rey. Though it is true there is a housing shortage in Los Angeles, it is also true that such developments will NOT help create AFFORDABLE housing, but only line the pockets of developers.

It is absurd to even consider such a development given the congestion that has already been created by the existing over development in the area.

As a longtime resident of the area, I regularly frequent the stores / theater such as DSW, Petals, AMC, Barnes and Noble, etc. Such stores are within walking distance of my home. If indeed, they get obliterated by even more expensive eye sore housing complexes, I, along with my many neighbors will be forced to drive to not so local stores, resulting in further gridlock trying to get into and out of the area, causing greater car emissions and even more car accident mayhem -- oh joy!

If any of the City Council members are truly honest with themselves, if they lived in the immediate vicinity of such a proposed development, they wouldn't want this to go forward.

The local residents of this area have long memories when it comes to election time.

Regards,

Vivian Szeto

Paseo Marina

Jonathan Chang <jonathan.chang@lacity.org> Thu, Jun 29, 2017 at 11:11 AM
To: John Tapia <john.tapia@mac.com>

Good Morning,

Thank you for your comment regarding the Paseo Marina Project. Your comment is in the public record for the project.

Have a nice day.

On Mon, Jun 26, 2017 at 10:47 PM, John Tapia <john.tapia@mac.com> wrote:

> Love the project. Homeowner and apartment building owner here.
>
> Sent from my iPhone

--

Kind Regards,
Jon Chang
Planning Assistant

Department of City Planning
Major Projects
T: (213) 978-1914
200 N. Spring St., Room 750
Los Angeles, CA 90012
Jonathan.Chang@lacity.org

Jonathan Chang <jonathan.chang@lacity.org>

ENV-2016-3343-EIR

Phil & Joyce Thompson <jpbzthompson@yahoo.com> Tue, Jul 11, 2017 at 4:23 PM
Reply-To: Phil & Joyce Thompson <jpbzthompson@yahoo.com>
To: "Jonathan.Chang@lacity.org" <Jonathan.Chang@lacity.org>

Dear Mr. Chang:

I wonder if the Department of City Planning cares at all about the wishes of those of us who live in a neighborhood. In this instance, the neighborhood is Del Rey. I have lived here for 40 years and have watched more and more gigantic apartment buildings and condos go up, proportionally more traffic clog the streets to the point of impenetrability. Now you are preparing to approve yet another project, the Paseo Marina.

This development is slated to add 658 new apartments, i.e., 1300 additional automobiles, to an area that is already extremely congested. It will also take away 75% of existing commercial space. Most unsettling of all, it is to include three seven-story buildings, even taller than the behemoths already crowding together on Glencoe and Del Rey.

We are fortunate to live in a wonderful area that boasts one of the best climates in the U.S. Up until now, the air quality has been tolerable because of the sea breeze. Parking is often difficult, but still bearable. I believe that adding 1300+ additional residents may be the tipping point that will destroy our air quality, barely tolerable traffic and parking, as well as overburden our schools, hospital and emergency services.

We strongly request that the Department of City Planning not approve this project in its present form. I'm sure the developers could scale it down to half the size and half the height without going broke. Please show some consideration for those of us who live in the neighborhood, and not just for the developers, when you make your decision in this matter.

Sincerely,

Phil and Joyce Thompson
4120 Beethoven St.
Los Angeles 90066

Harry and Molly Thorpe
13310 Maxella Avenue, Unit #7
Marina del Rey, CA 90292

July 14, 2017

Jon Chang
Major Projects Section
City of Los Angeles Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

Dear Mr. Chang:

As residents who live on Maxella Avenue near Glencoe, we want to voice objections to the Paseo Marina project.

We have lived in this neighborhood since 2003 and have experienced during that time a tremendous increase in traffic, congestion, noise levels, disruption of traffic flow due to construction projects, etc. All those disruptions and congestion problems pale in comparison to what is being proposed for Paseo Marina.

A project of similar scope to Paseo Marina was proposed and rejected a few years ago. What was true then is even more true today, thanks to smaller projects which did get approved: traffic congestion, noise levels (from cars, trucks, horns, blaring music, etc.) and other disturbances in this neighborhood have increased year by year. We are not yet quite as gridlocked as the streets of West Los Angeles during rush hours, but that would change if this project were approved.

The burdens on our public utilities have continued to increase and would be affected enormously by a project the size of Paseo Marina. California continues to be in a drought situation, with residents being required to reduce their water usage every year. **How could the addition of almost 700 units, plus retail establishments, NOT add a tremendous demand for our limited water supply?**

Neighborhoods all around Los Angeles often experience power outages or brownouts because of over-demand on electricity, especially during peak summer months. **How could the addition of almost 700 units and retail establishments NOT add a dangerously high demand for power?**

We have a hospital in this neighborhood. Emergency vehicles already have difficulties getting through blocked intersections and navigating congested streets. **How could the addition of almost 700 units and retail establishments NOT impact the response times of ambulances, fire engines, police cars and other emergency vehicles?**

The impact of this project on what is left of a pleasant residential neighborhood would be catastrophic, in our opinion. Well beyond the disruption, noise, dirt and congestion of a 5-year construction project, the addition of three SEVEN-story buildings would permanently affect the quality of life in this area: overcrowded/overwhelmed grocery stores, crowded retail establishments, congested/gridlocked streets, constant noise….the list is never-ending.

We urge you and all those in positions of authority to reject this project and restore sanity to the development plans for this neighborhood. All residents and businesses would respect such a decision as showing more concern for quality of life than for developers' interests.

Regards,

Harry and Molly Thorpe
Phone: (310) 822-5121

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina Proposal

Ann Tisdale <am_tisdale@yahoo.com> Fri, Jul 14, 2017 at 1:43 PM
Reply-To: Ann Tisdale <am_tisdale@yahoo.com>
To: "jonathan.chang@lacity.org" <jonathan.chang@lacity.org>

Re: Paseo Marina project
Case#ENV-2016-3343-EIR

Mr. Chang,

I have been living in the Villa Marina Condominium development for the past 12 years and have some very serious concerns about the proposed Paseo Marina development. One thing that was important to me when I decided to buy in the area was the convenience of being able to walk to nearby businesses, banks, post office, etc. Reduction of the current retail establishments will increase the need to go places by auto. Traffic in the area is already very congested. The addition of 658 residences will most certainly make driving in or out of the neighborhood a total nightmare. During morning and evening commutes traffic backs up both east and west on Mindanao as people access the 90 freeway. Traffic backs up at the Glencoe/Mindanao light heading east where people turn left onto Glencoe. (We definitely could use an left turn arrow there.)

The air quality will be negatively impacted. The current power grid is also a concern. At peak times, we have power outages that can last up to 5 or 6 hours. Emergency response will be delayed even more than it is now. Case in point - when our Board President called the LAPD to report a trespasser trying to break into the villa it took 2 hours before officers arrived.

I appreciate you attention to our concerns.

Thank you for your time,

Ann M. Tisdale
4735 La Villa Marina Unit D

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina Development - Case # ENV-2016-3343-EIR

Tseng,Roberta M <rtseng@mwdh2o.com> Mon, Jul 17, 2017 at 4:07 PM
To: "jonathan.chang@lacity.org" <jonathan.chang@lacity.org>

Sir,

I am extremely concerned regarding the environmental impact that this 658 new apartment complex will have in my neighborhood. I am a homeowner that have been living at 13082 Mindanao Way for approx. 30 years and have seen many changes in our neighborhood but this is by far the **most detrimental proposal** yet to date. The **zoning should NOT be changed** and these additional three 7-story buildings should not be built in our neighborhood for the following reasons:

- Air pollution and traffic will increase exponentially. An increase of over 1200 cars within a small radius bisecting **4 streets** (Lincoln Blvd, Mindanao Way, Glencoe and Maxella) is insane at best.
- This change would create more traffic congestion than it already has and dire environmental cosequences for people who currently live there as well as future potential residents.
- Car and pedestrian accidents would increase; as it already has with the ever-increasing cars coming into the neighborhood from the 90 Frway and Lincoln Blvd.
- More and more bike riders are sharing the already congested roads so there will be more accidents (especially on weekends) since the roads currently are not created or built to house this influx of people. We basically have a 2-lane road NOT four-lanes on Lincoln, Maxella, Glencoe and Mindanao Way.
- Marina Del Rey, Villa Marina has a small village atmosphere and that is why people buy and want to live there. We don't want another Santa Monica or Playa Vista with high-rises sprouting up everywhere. The aesthics of the neighborhood would be drastically and dramatically changed for the worse and the original charm of a small village life would be lost.
- We will be losing 418 parking spaces as well as neighborhood businesses such as our post office, DSW, Barnes & Noble, movie theater and several other businesses and local restaurants.
- Currently we are surrounded by Playa Vista and approximately 8-10 new lofts on Glencoe.
- Marina del Rey (MDR) was never intended to house 7-story buildings. MDR has a village vibe. The average height of the structures surrounding Mindanao Way, Glencoe, and Maxella are 3-4 stories tall and we would like to keep it that way. People who like high-rises would likely move to Century City not MDR.

I hope you will take all of these concerns into your planning considerations when you make your decisions on zoning. Sometimes big is not often better. I know the Developers have deep pockets and great financial backing (politically and otherwise), but sometimes there are more important things like quality of life and safety issues. Thank you!

Roberta Tseng
rmt1@earthlink.net
(310) 822-3028
13082 Mindanoa Way, #4
Marina del Rey, CA 90292

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Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina Project

Tia Tuenge <tiatuenge@me.com> Tue, Jul 18, 2017 at 5:58 PM
To: jonathan.chang@lacity.org

Hi Jonathan,

I am strongly against the project planned for Glencoe and Maxella, I believe it's called the Paseo Marina Project.

There has been non stop development in the marina over the past few years with many new residential buildings, i.e. The Stella.

I am not one to resist change, I'm in favor of the Great Streets project on Venice and do not oppose the development proposed by Pamela Day on Venice either.

I am opposed to the massive development project on Glencoe & Maxella however. There simply isn't the infrastructure to support as the initial study suggests.

Please let me know your position.

Kind regards,

TIA TUENGE
Art of Sacred Living
3 1 0 6 5 0 - 9 9 2 9

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina development!

Lea London <lealondon@verizon.net> Thu, Jul 6, 2017 at 10:44 AM
To: Jonathan.Chang@lacity.org

My name is Lea Wall and I have lived in Marina Delray for 16 years and I am shocked by the massive building that's going on in Marina Delray making it impossible in our future to travel by car anywhere! Our life as we have known it will no longer be. Trying to access admiralty or Lincoln or Glencoe will be virtually impossible. I'm sure you are aware of the tremendous building it is being done on Admiralty. Thousands of homes and apartments are under construction. People in this area will soon be in gridlock trying to come out onto Mindanao or Fiji or Lincoln let alone all the construction to the north of the shopping center. I honestly don't understand what people are thinking! Perhaps it's all about greed and money and not the disruption of people who live and die there. We all have values, good and bad and this is horrible! No Paseo Marina development!
Lea Wall

Sent from my iPhone

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina Development

judy walsh <judypdr@gmail.com> Mon, Jul 10, 2017 at 11:06 AM
To: Jonathan.Chang@lacity.org

Mr. Chang,

Please think again about this development. It would replace a charming book store (our only one in the area) the theatre, my favorite shoe store DSW, restaurants, and create more congestion and traffic problems. The traffic on Glencoe and Mindanao is always jammed and backed up, and this is without adding 658 more apartments and the cars that go with this project. Please scale it back, or change the plan entirely. We don't need more high end housing and traffic! Lincoln is impossible already!

I've lived in this area since 1970, and know that progress means change, but this project is not reasonable for our area. The Marina, and Playa del Rey areas are being destroyed by over development. Where are the new roads to absorb the traffic? No time is a good traffic time on the Westside. Consider those of us who make this our home. Scrap this plan!

Thank you,
Judy Walsh

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina

Jonathan Chang <jonathan.chang@lacity.org> Thu, Jul 27, 2017 at 9:27 AM
To: Julie Wamsley <julie@wamsleybooks.com>

Good Morning,

You can contact me directly at (213) 978-1914 regarding additional questions on the Project.

Thank you.

On Mon, Jul 24, 2017 at 9:30 AM, Julie Wamsley <julie@wamsleybooks.com> wrote:

> Do you have more information on how to stop the project?
> I understand there was a meeting but I did not know about it.
> What is the status of this project?
> Thank You
>
> On Jul 24, 2017, at 9:07 AM, Jonathan Chang <jonathan.chang@lacity.org> wrote:
>
> Good Morning,
>
> Thank you for your comment regarding the Paseo Marina Project. Your comment is in the public record for the project.
>
> Thank you.
>
> On Thu, Jun 29, 2017 at 2:17 PM, Julie Wamsley <julie@wamsleybooks.com> wrote:
>
> > Dear Mr. Chang,
> > How can the residents across the street from this project attempt to have it stopped.
> > Marina Del Rey is already so congested and over built.
> > Please advise.
> >
> > Julie G. Wamsley
> > Professional Management Services
> > P.O. Box 45530
> > Los Angeles, CA 90045
> > 310-306-6340, tel
> > 310-306-9694, fax
>
> --
> Kind Regards,
> **Jon Chang** **Department of City Planning**
> **Major Projects**

Planning Assistant

T:
(213) 978-1914
200 N. Spring St., Room 750
Los Angeles, CA 90012
Jonathan.Chang@lacity.org

Julie G. Wamsley
Professional Management Services
P.O. Box 45530
Los Angeles, CA 90045
310-306-6340, tel
310-306-9694, fax

--

Kind Regards,

Jon Chang
Planning Assistant

Department of City Planning
Major Projects
T: (213) 978-1914
200 N. Spring St., Room 750
Los Angeles, CA 90012
Jonathan.Chang@lacity.org

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina Residences

Cindy Wang <cindywang26@gmail.com> Sun, Jul 16, 2017 at 9:45 PM
To: jonathan.chang@lacity.org

Hello Jonathan,

I'm writing to voice my concern re: the scale of Paseo Marina. I'm a homeowner on Sunnyside Ave. The current market place provides such a good breadth of shops and a healthy mix of chains and local shops/restaurants to give it a nice neighborhood feel. All easily walkable and with plenty of parking.

With 658 units (1200+ residents and cars) I'm concerned that our neighborhood will become even more congested than it already is and the height/width of the new buildings will obstruct our sky views. It's going to push more parking onto the residential streets and air quality overall will decline. Lincoln/Maxella/90 is already a nightmare. The city needs to solve for this first before bringing more people to this neighborhood. I'm not naive to think that my email will stop this development, but I'm asking and pleading with you to reduce the size to something that the neighborhood can handle. Please make the buildings shorter and add more retail space. Some green/open spaces would be appreciated as well.

Thanks for your consideration.

Cindy Wang
4211 Sunnyside Ave
646-701-4820

Jonathan Chang <jonathan.chang@lacity.org>

Paseo Marina project

Warech, Evelyn <Evelyn.Warech@va.gov> Mon, Jul 17, 2017 at 9:31 AM
To: "Jonathan.Chang@lacity.org" <Jonathan.Chang@lacity.org>

Dear Mr. Chang,
I hope that you will vote against the Paseo Marina project. There is enough traffic congestion already on nearby Washington and Lincoln Blvds. Plus there will be even more when the buildings already being constructed on Washington Blvd are completed. We already have enough pollution and congestion. Please don't add to it.
I hope that you will vote for the people who live in the neighborhood and not for a developer who only wants to make a profit.
Sincerely yours,
Evelyn Warech
4230 Neosho Ave.
Los Angeles, CA 90066.

Jonathan Chang <jonathan.chang@lacity.org>

PASEO MARINA (corner of Maxella and Glencoe - proposed development)

Bruce Warren <bruce@sendlgm.com> Sat, Jun 10, 2017 at 4:30 PM
To: jonathan.chang@lacity.org

I own a house on the block bordered by Alla Road and Short Ave., where I have lived with my family for the past 30 years. I am writing to express my dismay over the proposed Paseo Marina development. Simply put, there is already too much traffic through this section of town and the added residential units will only make things worse.

When Glencoe and Redwood were being redeveloped for high density occupancy, we were told that there would be "traffic mitigation." We understood this to mean streets would be widened to relieve congestion. Instead, people were told to leave home earlier to get to work or school and to learn to live with getting home later in the evening.

The last thing this area needs is a nuclear test facility. Only slightly less undesirable would be crematorium, followed by more residential units.

All of the foregoing is on top of the fact that the City has unnecessarily created bottlenecks on Venice, Culver, Jefferson, Vista Del Mar and Pershing by reducing the number of traffic lanes.

If the plan is to make the area into a slum by cramming so many people into it that like rats packed into a small space, they start killing and eating each other, then be honest about it and let us know ... also consider property tax abatements to reflect that the area has become undesirable.

Respectfully
Bruce M. Warren
310-871-0678

Memo to: Jonathon Chang and Planning Commission
RE: ENV-2016-3343-EIR Paseo Marina Comments
Date: July 17, 2017
From: Richard Weinberg, Del Rey Homeowner

Dear Mr. Chang and Planning Commission,

As a homeowner who lives close to the proposed Paseo Marina project, I am writing you about the devastating social, educational and community impact that the loss of services this project will inflict on the people who live in the surrounding area, and on those throughout the Los Angeles region who utilize the Villa Marina Marketplace.

This is a heavily used shopping center that fulfills many vital needs for the surrounding community. On paper, the Villa Marina Marketplace is just 100,781 square feet of retail space. To the residents of this region, however, it is a community center, with the only movie theater in the area that is accessible to those under 18, the only book store in the area, United States and UPS postal services, and much more, all slated to be demolished, and years later replaced with only 27,300 square feet of the retail and restaurant space, a reduction of almost 75% ! Parking is near capacity in the days and evenings while the shops, restaurants, AMC Marketplace 6 movie theaters, Barnes and Noble Bookstore, the shops, eateries and postal services are open. These are the things that make this neighborhood worth living in. And what about the jobs of all the people who work at these businesses that will be lost? Here are the businesses that will be demolished to make way for project:



While the June 2017 Initial Study document lists literally 52 (!) different categories of "Potentially Significant Impact," it fails to address the added social, educational, community and entertainment industry impact that this project would inflict on the area.

Demolition of the AMC Marketplace 6 Movie Theater

This project proposes to demolish the AMC Marketplace 6 cineplex. After years of being closed for remodeling, the AMC Marketplace 6 reopened to provide a six screen movie complex where children, their parents, young adults and kids of all ages can go to see movies rated G, PG or even PG-13. While there is a 6 screen AMC Dine-In movie complex across the street, it is restricted to "Adults 18 and Over Unless Accompanied by Guardian." That means two things: not only can children and young adults not go there to see movies on their own, it also means that movies aimed at children and young adults, animated feature films, for example, are not even screened there, since younger audiences cannot get into the theater. Tear down the AMC Marketplace 6 theater, and there will be NO movie theater in the Marina Del Rey / Palms / Del Rey / Mar Vista area that screens the movies aimed at younger audiences. This means that a whole generation of West Side children will grow up never having the opportunity to enjoy and learn from these movies, to share the experience of going to the movies with their young friends.

I am sure the members of the planning commission and elected leaders can remember going to the movies as kids or teenagers, and the impact the cinema had on them. And don't forget that many of these movies are made right here in the Los Angeles / Hollywood area, the movie capital of the world. Imagine your own childhood without a neighborhood movie theater! As elected or appointed officials here in the Los Angeles / Hollywood area, how can you not recognize the importance to a community of a movie theater accessible to young people? Tearing down the AMC Marketplace 6 would be a slap in the face not only to the children and young adults in this area, but it would reduce the audience size and ticket sales of the major Hollywood / Culver City / Los Angeles studios where many of these movies are made: studios such as Disney, Sony, Universal Studios, Fox, Warner Bros., Paramount. Where are the children and young adults of Councilman Bonin's district supposed to go to see movies if not the AMC Marina Marketplace 6?

Demolition of the Barnes and Noble Bookstore

This project proposes to demolish the only bookstore in the area. Many of us grew up with neighborhood book stores, which serve people of all ages and interests, with particular value to children and their parents. The last remaining major book store anywhere close to Del Rey is this Barnes and Noble Bookstore. This two story bookstore has a large children's section, not to mention sections on science, travel, fiction, and hundreds of topics. Some say that books are dead, reading is dead, kids don't need books any more. Some say we don't need bookstores, everybody should buy their books on Amazon. I disagree. Bookstores provide an experience far richer than browsing for books on your cell phone. This bookstore is an education and information treasure chest, and social activity as well, that deserves to be preserved, not demolished. Please don't dumb down our district by destroying our bookstore.

Compounding the Hyper-development of the District

For the past decade, the immediate neighborhood adjacent to the proposed Paseo Marina has been subjected to rampant growth of housing, and is already suffering from traffic and parking issues created by the hyper-dense condos and apartment buildings that the planning commissions approve one after one without considering their cumulative effect. Look at all of the condos and apartment buildings that have been approved and built, with more under construction even now, on the neighboring Redwood, Glencoe avenues, to say nothing of the immense Stella apartment complex, which actually borders the proposed new construction site. This area has already been hyper-developed with housing projects, and this proposed project takes away the very facilities, spaces and amenities that make it worth living in this area. Furthermore, the buildings in the Villa Marina are no more than two stories tall. This project seeks to replace them with buildings at are a full seven stories tall (!) more than triple the height of the two story Barnes and Noble and DSW buildings, and completely out of scale of anything in the area west of Lincoln! Please don't compound the rampant hyper-development of the neighborhood with this project.

Lack of Benefits to the Area's Residents

This project brings virtually NO benefits to the residents in the area, and instead negatively impacts each and every person in the Del Rey, Palms and Mar Vista area, with an especially severe impact on children and young adults, as well as the elderly and others without cars who could walk or bike to the services in the Marketplace. Even those who recently moved into those new hyper-dense condos and apartment knowing they would be able to walk to the movies, walk to the bookstore, walk to Indian, Chinese, Mexican, and other restaurants, and walk or bike to the US Post Office or UPS, etc. will be in for a rude awakening, and a permanent loss of these services when all of those buildings are torn down. What will the locals get in return? A few patches of grass and pavement and a 75% reduction in commercial space. A very bad deal for the neighborhood.

Now imagine this conversation between a local mom and her five year old daughter, Tammy, if this project goes through:

Tammy: "Mommy, can we go to the movies? I wanna see the new Disney movie!"
Mom: "Sorry, honey, they tore down the movie theater."
Tammy: "Well, can we at least go the bookstore for story time? I love story time at the bookstore!"
Mom: "Sorry, honey, they tore down the book store too."
Tammy: "Well can we at least go swimming in the new swimming pool they built?"
Mom: "Sorry honey, that's only for the people that live in the new buildings, not for you."
Tammy: " Waaahhh! I hate this neighborhood. Why do we have to live here?"
Mom: "How did we let this happen?"
Dad: "Ask Mike Bonin."

For all of these reasons, and many more, I urge the city planners to reject this project, and instead save the businesses that will otherwise be demolished.

Special Note to Councilperson Mike Bonin:

This project will demolish the AMC cineplex, Barnes and Noble book store, US and UPS postal services, restaurants and stores that your district depends on, and further compound the hyper-growth in this area and the traffic and parking problem it causes. You were elected to represent the best interests of the residents in your district and I urge you to stand up for the community you represent and reject this project for the many reasons stated above, as well as the 52 potentially significant impact areas cited in the Initial Study document. Don't let this happen in your district!

Yours truly,

Richard Weinberg, Ph.D.

cc: Mike Bonin

ENV-2016-3343-EIR Paseo Marina comments

Jonathan Chang <jonathan.chang@lacity.org> Wed, Jul 19, 2017 at 12:44 PM
To: "Weinberg, Richard" <weinberg@cinema.usc.edu>

I would anticipate early next year for the Draft EIR.

Thanks.

On Wed, Jul 19, 2017 at 12:39 PM, Weinberg, Richard <weinberg@cinema.usc.edu> wrote:

> Dear Mr. Chang,
>
> Thank you! When do you anticipate that report will be released?
>
> Best regards,
> Richard Weinberg
>
> ---
>
> **From:** Jonathan Chang <jonathan.chang@lacity.org>
> **Sent:** Wednesday, July 19, 2017 12:19:29 PM
> **To:** Weinberg, Richard
> **Subject:** Re: ENV-2016-3343-EIR Paseo Marina comments
>
> Dear Mr. Richard Weinberg,
>
> I have received your comment letter regarding the Paseo Marina Project. Your comment is in the public record for the Project and will be incorporated into the preparation of the Draft Environmental Impact Report.
>
> Thank you.
>
> On Tue, Jul 18, 2017 at 3:55 PM, Weinberg, Richard <weinberg@cinema.usc.edu> wrote:
>
> > Hi Jonathon, just emailing this a second time to make sure you got it before the deadline.
> >
> > Best regards,
> >
> > Richard Weinberg
> >
> > ---
> >
> > **From:** Weinberg, Richard
> > **Sent:** Monday, July 17, 2017 4:33 PM
> > **To:** jonathan.chang@lacity.org
> > **Subject:** ENV-2016-3343-EIR Paseo Marina comments

Dear Mr. Chang,

Please find my comments, as a single family homeowner in the Del Rey area, on the proposed Paseo Marina project, ENV-2016-3343-EIR, in the attached PDF.

Please let me know if you can open and read this attached four page document, at your earliest convenience so I know you have received it before tomorrow's due date.

I have also copied Councilperson Mike Bonin and members of his staff, and hope that they will take the time to read it also.

Thank you.

Yours truly,

Richard Weinberg, Ph.D.

Del Rey Homeowner

--
Kind Regards,
Jon Chang
Planning Assistant

Department of City Planning
Major Projects

T:
(213) 978-1914
200 N. Spring St., Room 750
Los Angeles, CA 90012
Jonathan.Chang@lacity.org

--

Jonathan Chang <jonathan.chang@lacity.org>

Proposed Development in Marina Del Rey Shopping Center

Elizabeth Weinberger <sourpea44@gmail.com> Sun, Jul 2, 2017 at 4:46 PM
To: Jonathan.Chang@lacity.org

This development is much too large for an area that is already choking with traffic. Please don't ruin the marina area. It's so nice to have a shopping center that is the right scale for the community-- no need to deal with large garage structures, and parking is usually readily available. If this property must be developed, please keep it at the scale of the shopping center across the street. I don't mind mixed use developments, but what is being proposed will destroy the character of the area, and will make the surrounding streets unnavigable by regular vehicles as well as emergency vehicles. I don't know anyone local who thinks this is a good idea. Please listen to the community.

Sent from my iPhone
Elizabeth Weinberger, Ph.D.

Jonathan Chang <jonathan.chang@lacity.org>

Paso Marina development

Robin Weiss <reweiss33@gmail.com> Wed, Jul 5, 2017 at 7:02 AM
To: Jonathan.Chang@lacity.org

Concerns about the pending development Paseo Marina E NV-2016-3343 EIR. Traffic and congestion are number one concern . Also you are forcing people to shop further away from home as you are closing down shopping areas on order to put more houseing
Robin Weiss

ENV-2016-3343-EIR (Paseo Marina)

Meg Wells <megwells@ca.rr.com> Thu, Jul 13, 2017 at 2:20 PM
To: jonathan.chang@lacity.org

I am a resident in the Del Rey neighborhood where the proposed Paseo Marina is currently being planned.

While I am usually open to change, the addition of 658 new luxury apartment in 3 seven story buildings is a very bad idea for this neighborhood.

1. The corridor of Maxella, Glencoe, Lincoln and Mindanao are not able to sustain the addition of more cars traveling into these streets. One prime example I can cite is the impact of the reopening of Lincoln Place in Venice that has seen the traffic on Penmar (between Rose and Venice) become a 30-45 minute drive for residents living off Penmar. I was one such resident for 9 years (on Marco Place) and I saw the just how badly the traffic became within 3 months time and it got progressively worse. That problem continues to exist so three years ago I moved to Del Rey.

2. This Paseo Marina project states it will have 1200+ parking spaces. However if the parking spaces are not free and inclusive of the living space (such as Lincoln Place), these cars will take up parking in the neighborhood streets. Where can 1200+ cars fit freely and park within the area?

3. Currently there is a great number of residential housing already based in the neighborhood – all along Glencoe, Lincoln, Maxella, Alla, Mindanao and more. The existing streets can barely support the traffic as it is.

4. Developers only want to congest an area without actually studying the environmental impact of what that development would do to a neighborhood over the long term. Are these developers being asked to contribute money to the public infrastructure of the neighborhood? Here are some ideas:

- Fund a new public transportation option that creates infrastructure other than using the streets, not just a parking option.
- Provide a street/easement plan (similar to Costco) where these residents MUST enter and exit via the developers streets within their development, not impact the existing streets. So if they front Maxella, entry/exit only onto Maxella only.
- Pay to widen streets using their property and provide bike/bus or metro lanes.
- Pay the local police department to hire more police officers for every 50 residents added by the residential development.
- Pay to hire parking/traffic officers for every car they plan to introduce.
- Buy one or two fire trucks for the local fire department and new emergency road vehicles and equipment.
- Refurbish the public swimming pool used by the residents and Venice High students on the corner of Zanja and Walgrove. Or build a new one that is open to residents.
- Make a financial donation to all public schools who will service these new residents. Financial contribution should be assessed based on proposed number of new homes and number of new residents.
- Help find a solution to the problem of campers parking in residential streets or homeless families living in the public storage space on Glencoe.
- Provide a green space within their property and perhaps a new library.

5. Proposed 37 month long construction. This is just over 3 years of building that will cause noise, disruption and street issues. We know construction always goes over time and budget by 30%.

The bottom line is this. The Maxella/Glencoe corridor is already congested. Now we have a developer wanting to add more homes but not enough public infrastructure to support this addition.

I hope the city will deny this application until serious considerations and public infrastructure issues are addressed properly and do the responsible thing for the residents of this neighborhood.

Thank you,
Meg Wells
Resident on Beethoven and Ida

Jonathan Chang <jonathan.chang@lacity.org>

Proposed Glencoe Maxella Project

Eric Wiener <ericw6@gmail.com> Wed, Jul 12, 2017 at 2:08 PM
To: jonathan.chang@lacity.org

Hi -

I am an owner and resident on Glencoe Ave, and I'm very concerned about the proposed development on the corner of Glencoe and Maxella Ave. The neighborhood already has multiple new residential buildings in construction and sacrificing most of our local retail space for more apartments would be a very bad decision.

Thanks for your attention to this matter!

Best,

Eric Wiener

Jonathan Chang <jonathan.chang@lacity.org>

Further Study Required for Negative Impact to Area, Case #: env-2016-3343-eir, Area: Palms-Mar Vista-Del Rey

Wilmoth, Mark D <mwilmoth@chubb.com> Mon, Jul 17, 2017 at 11:36 AM
To: "Jonathan.Chang@lacity.org" <Jonathan.Chang@lacity.org>
Cc: Business <info@bycatherine.com>, "Wilmoth, Mark D" <mwilmoth@chubb.com>

Case #: env-2016-3343-eir

Area: Palms-Mar Vista-Del Rey

We believe there would be significant negative impact to the area & the community if this project were to proceed. Population and housing in the area have already been negatively impacted by the addition of the hundreds of thousands of additional people due to the Playa Vista development. Traffic in the area is already a nightmare. The additional residence of this project plus the individuals the project will bring to the area will have a dramatic negative impact on quality of life. Hazardous Materials will be in the air. We will never be able to open our windows. Air Quality will be impacted, not to mention the dramatic increase in noise to the area which will cause post-traumatic stress disorder to individuals that will have to live through the construction noise for years to come. We have lived in the area for over 21 years and noise, pollution, reduction in air quality are already impacting us and the area. This project will make is dramatically worse. Even our loss of sunlight due to the huge structures will have an impact.

Further studies must be done to study and analyze the significant negative impact this project will have on the entire area. It will be a nightmare for anyone already living here.

Respectfully,

Mark Wilmoth & Catherine Reinsch

CHUBB

Mark Wilmoth, CSP
Vice President - Branch Risk Engineering Services Manager - Pacific Region

555 S. Flower Street, 3rd Floor, Los Angeles, CA 90071, USA
O 213.612.5352 M 213.595.7176
E mwilmoth@chubb.com

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SENT VIA EMAIL: jonathan.chang@lacity.org

June 16, 2017

Jon Chang
Major Projects Section
City of Los Angeles Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

Re: Case # ENV-2016-3343-EIR

Dear Mr. Chang:

I live in the immediate vicinity of the proposed project, Case # ENV-2016-3343-EIR, Paseo Marina and I would like to voice my strong disapproval for said project.

I live on Marina Pointe Drive and have recently returned to California having lived in Washington DC for some 5 years and the most profoundly noticeable change is the increase traffic Angelinos must tolerate daily, especially in the Marina del Rey area.

Not only is this project not needed in such a small community it will no doubt add to an intolerable traffic congestion on and around Lincoln, Maxella, Glencoe, Sepulveda and the 90 Freeway.

Simply put, if ever there was a project where so few will benefit but so many will be distressed, this would be the one. It other words it would be the Poster Child for bad urban planning.

I eagerly urge your denial of this unneeded and unwanted housing development.

Respectfully,
Barry A. Wolfman
13650 Marina Pointe Drive
Marina del Rey

Jonathan Chang <jonathan.chang@lacity.org>

NO to Paseo Marina

Mallory Woodlee <mallorywoodlee@me.com> Sun, Jul 16, 2017 at 5:24 PM
To: jonathan.chang@lacity.org

We appose the building of the Paseo Marina on Glencoe and Maxella. Traffic is already a NIGHTMARE on walgrove making it virtually impossible to leave our home in Venice after 330 pm. It takes me a hour and 1/2 to get down 23/walgrove to get home from my kids activities. Do NOT allow this building to proceed. This is crazy with the narrowing of the lanes on Venice and now this. Stop the madness and do not allow this to happen.

Mallory Woodlee

Sent from my iPhone

Jonathan Chang <jonathan.chang@lacity.org>

Proposed new development at Glencoe/Maxella

Judi <jwoodley@st-anastasia.org> Sun, Jul 2, 2017 at 5:42 PM
To: Jonathan.Chang@lacity.org

Dear Sir,
Why are all of the wonderful businesses on this corner having to give in to corporate greed?
I don't wish to lose Barnes and Noble bookstore, nor the many other shops and eateries. All of the new developments do NOT take into consideration for the middle classes ,nor the poorer people who support all these wonderful businesses. I firmly oppose a new development at that corner.

Sincerely perturbed at the lack of care for the middle class and poorer marginalized people,
Miss Judith Woodley

Sent from my iPad

PEDIATRIC OPHTHALMOLOGY AND STRABISMUS SPECIALISTS
A PROFESSIONAL CORPORATION
Kenneth W. Wright, M.D. Luke W. Deitz, M.D.

Los Angeles Office
520 S. San Vicente Blvd.
Los Angeles, CA 90048
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Fax: (310) 652-6463
www.wrighteyecare.com

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CITY OF LOS ANGELES
JUN 22 2017
MAJOR PROJECTS
UNIT

June 14, 2017

John Chang
Major Projects Section
City of Los Angeles Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

Re: Case Number ENV-2016-3343-EIR

Dear Mr. Chang,

I am a local resident. I live in Marina Del Rey at 13700 Marina Pointe Drive. I am opposed to the residential development Case Number ENV-2016-3343-EIR, Project Name Paseo Marina. The area is already overbuilt and extremely congested. Across the street from the proposed project is a newly finished apartment complex which has already caused extreme congestion. The residential aspect of the proposed project should not be approved.

Sincerely,

Kenneth Wright, M.D.

Kenneth W. Wright, M.D.
Director, Wright Foundation for Pediatric Ophthalmology and Strabismus
Clinical Professor of Ophthalmology, USC-Keck School of Medicine

GEORGE & SUE YOUNG
4310 GLENCOE AVE. #8
MARINA DEL REY, CA 90292
GEORGEYOUNG@INTERNETLINK.COM
310-822-0370 | 310-306-8851

RECEIVED
CITY OF LOS ANGELES
JUL 14 2017
CITY PLANNING
PROJECT PLANNING

July 10, 2017

Jon Chang
Major Projects Section
City of Los Angeles Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

Re: Paseo Marina comments ENV-2016-3343-EIR

Dear Jon Chang,

Sue and I live on Glencoe Ave just across from the Coffee Bean which is located in the subject shopping center. We own our townhouse and our front gate is about 10 feet from the Glencoe sidewalk. We have many reservations about the Paseo Marina re-development. Our first preference is to maintain the shopping center, Marina Marketplace, as a low rise commercial development servicing the greater Marina del Rey community. We therefore hope that the re-development is rejected.

We attended the public scoping meeting on June 27th. There was no opportunity for Q & A and no formal presentation was made, so it was of limited value. We did talk to one gentleman from the design firm who was nice and gave us explanations for the renderings on display. I asked him what percentage of units in the proposed project were to be owner occupied and he responded by saying "none to his knowledge". In my opinion, a healthy community has both owner occupied units as well as rentals and I would like the proper authorities to require a balance in this project if approved.

The most disturbing element for the Paseo Marina plan would be constructing 7 story buildings next to the sidewalk on Glencoe. That would mean that for the rest of our lives, we would be living right across from high rise buildings with all the negative "quality of life" issues attendant to that change. If this is constructed, I envision walking out my front gate and feeling like I'm at the bottom of the Grand Canyon. I know the City approved the development of a similar design for Stella Apartments, adjacent to the property under consideration. That development, however, was not located next to single family townhomes as Paseo Marina would be.

It has come to my attention that in similar situations, in other jurisdictions, developers were required to stair-step the height of buildings back from the single family established residential neighborhoods. I believe this approach has merit in this circumstance. So, if a form of this development is eventually approved, please require the portion facing Glencoe to be no more

than 2 stories and that any greater heights be stair-stepped back from that buffer zone. One reason we invested in a single family townhouse was the privacy it affords. If you permit the building of 7 floors of apartments across the street, **that privacy will be lost**. It's not that they will be bad people it is just the way things would be. We all depend on zoning laws to protect us and so we ask for you to keep the project to low rise across the street.

I understand from my conversation with the design representative, that an ambitious underground parking and traffic circulation system is envisioned. Wow, moving that much dirt will be a challenge for those of us in proximity. Please, if you approve this, give us some protection. We may need a new paint job as well. **That kind of ambitious development doesn't just happen without affecting its neighbors.** Please restrict the work hours so we can live normally at night and on weekends and holidays.

We depend on the good services of many of the commercial tenants of Marina Marketplace. They will be kicked out during construction, so we will suffer inconvenience, and in some instances will simply have to do without. The developers probably are looking to up-scale their rents meaning that many current tenants will not afford to return. Higher rents would be good for developer profits but bad for those of us who appreciate the affordable services presently available. Please try to help the present tenants to be grandfathered into their rent levels. Most of all, we will miss Barnes and Nobel, CWS and all those nice neighborhood service companies and restaurants. Sue and I are retired and live on fixed income, so too much gentrification is bad for us.

I know that property owners have rights to reasonably re-develop their property. But it has to be within reason and 658 new multi-family residential units in 7 story buildings is excessive. Sue and I have our rights also and the Paseo Marina plan as submitted is so far over the standard of being reasonable that we ask you to reject it out of hand. **That will send a message that they need to come back with a plan of a smaller and more reasonable size**.

Best regards,

George and Sue Young

Jonathan Chang <jonathan.chang@lacity.org>

RE: Paseo Marina Development Project...

Harry Zimmerman <raidersusc@mac.com> Thu, Jul 20, 2017 at 1:27 PM
To: Jonathan.Chang@lacity.org
Cc: ezra.gale@lacity.org, matt.wersinger@delreync.org, chair-lupc@venicenc.org, PLUC@ncwpdr.org

RE:
Case No: ENV-2016-3343-EIR
Project Name: Paseo Marina
Project Address: 13400-13450 Maxella Avenue, 4305-4363 Glencoe Avenue, Los Angeles, CA 90292
Council District: 11-Bonin

Dear Mr. Chang and other attached respected city officials,

I am writing to you today to strongly urge that the Paseo Marina proposed development NOT be allowed to go forth. I have lived in Marina del Rey for over 22 years now and what was once a quiet Marina community is now plagued by overdevelopment and gridlock traffic conditions. Lincoln Blvd, the main artery through the Marina dan Venice neighborhoods, with the addition of the the planned 658 units across the street from my house, would contribute to an untenable situation on this main street and surrounding neighborhood byways. The line needs to be drawn and our elected and appointed city officials need to take the needs and quality of life concerns and realities of these neighborhood into primary consideration over those of the the developers for once.

Please consider restricting further development in the Marina and surrounding areas - traffic gridlock is horrific and this will only contribute to the problems here. Thanks you for your time and consideration.

Respectfully,

Harry Zimmerman

Marina del Rey, California
(310) 486-4335
raidersusc@mac.com
zimmagery.com

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- [x] Aesthetics
- [ ] Agriculture and Forest Resources
- [x] Air Quality
- [ ] Biological Resources
- [ ] Cultural Resources
- [ ] Geology and Soils
- [ ] Greenhouse Gas Emissions
- [ ] Hazards and Hazardous Materials
- [x] Hydrology/Water Quality
- [x] Land Use and Planning
- [ ] Mineral Resources
- [x] Noise
- [x] Population and Housing
- [ ] Public Services
- [ ] Recreation
- [x] Traffic/Transportation
- [ ] Tribal Cultural Resources
- [x] Utilities/Service Systems

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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

At this time with all the building that has taken place in the area the traffic is impossible to get around Adding 586 units to this area would have a terrible impact on the number of additional cars. It would have an impact on air quality.

Our electricity goes off quite often more units drawing off the electric grid would only add to the problem.

Parking would be impossible around that area as well as over load the existing parking lot by vons & cvs.

Simply said we are on over load in this small community This would add to the problem Please don't build these apartments

CONTACT INFORMATION (Optional, please print clearly)

Name: Bonnie Abams Representing Agency or Organization: Resident

Address: 13224 Admiral Ave City/State/Zip: MDR CA 90292

ENVIRONMENTAL ISSUES & IMPACTS

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Too much traffic now! No parking available for long time local residents.
Congestion!!
This will ruin the neighborhood
How long will the construction take — time frame, please

CONTACT INFORMATION (Optional, please print clearly)

Name: _____ Representing Agency or Organization: _____

Address: _____ City/State/Zip: _____

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With the number of stories per building it appears that we are increasing aiming at making the town a little New York. The difference is that we do not have the transportation system to match it's. Our streets will be increasingly clogged. Lincoln Blvd is already a nightmare. Getting onto 90 fwy will be a mess. More people, more victims of crime. It is interesting that all these plans were being made during the drought when we had to restrict resources. NOT fair!

It will be important for emergency vehicles to get through. This needs evaluation.

While the structures/green areas look nice, they will be towering & creating more darkness to a formerly charming/bright area. Please lessen scope of project!

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JUL 12 2017
MAJOR PROJECTS UNIT

CONTACT INFORMATION (Optional, please print clearly)

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I LIKE THE PLAN. BIG IMPROVEMENT OVER FLAT LOT AND OLD STYLE BUILDINGS. WANT MORE STREET LEVEL RETAIL TO ACTIVATE MARELLA AVE.

CONTACT INFORMATION (Optional, please print clearly)

Name: _____ Representing Agency or Organization: _____

Address: _____ City/State/Zip: _____

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Please add the following intersections in the traffic study:

- All lights along Admiralty
- Beethoven & Washington
- 90 & Alla
- 90 & Culver
- Mindanao & Alla
- Walgrave & Venice
- Washington & Redwood
- Maxella & Alla

CONTACT INFORMATION (Optional, please print clearly)

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Address: _____ City/State/Zip: _____

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Unave Retail & less residential on Mayella & Glenroe.

Maintain Community center look/feel while increasing homes is great. Please keep businesses like DSW and Barnes & Noble

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I am really concerned about the impact on traffic in our neighborhood and also on parking. I dont want it to turn into Santa Monica where its impossible to find a parking spot.

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Traffic is unbelievable already and this would increase - Not fair to existing residence

CONTACT INFORMATION (Optional, please print clearly)

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Address: _____ City/State/Zip: _____

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Written Comment Form

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We are very concerned about traffic, congestion, etc. Currently it already is dangerous turning left from Mirdanao into CVS/ Pavillions.

Also, we have had numerous power failures. What will be done to upgrade the electrical system for the area?

Lincoln Blvd. is dead-stopped now. What will it be like with a large development.

CONTACT INFORMATION (Optional, please print clearly)

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DID you ever try to drive on Lincoln? And you are adding more cars - shame on you

CONTACT INFORMATION (Optional, please print clearly)

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- ☐ Hydrology/Water Quality
- ☐ Land Use and Planning
- ☐ Mineral Resources
- ☒ Noise / light pollution
- ☐ Population and Housing
- ☐ Public Services
- ☐ Recreation
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People will cross Lincoln to Rapport and walk-thru rear thru Fence to Green belt to Admiralty Way. We need a scramble crosswalk on Lincoln / Maxella.

Right now people jaywalk across Maxella. Need more crosswalk control.

Need light ~~and~~ pollution control that will affect buildings on Mauna Pointe Drive.

Need careful curation of restaurants retailers that fit area resident profile. Think Anaheim Packing House, Abbot Kinney 3rd St and Beverly Blvd. No chain restaurants

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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

As a resident on Mindanao Way in Marina del Rey I am very concerned about the 658 apartment units that are proposed to be built on Glencoe and Maxella streets. This development will greatly effect our quality of life in the area for the worse. The added pollution, Automobiles, traffic congestion, and environmental issues caused by this development will seriously change the area we are also losing places of business that we all frequent.

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CITY OF LOS ANGELES
JUL 24 2017
MAJOR PROJECTS UNIT

CONTACT INFORMATION (Optional, please print clearly)

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Written Comment Form

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TRAFFIC IS ALREADY VERY CONGESTED AT THE INTERSECTION'S OF MINDANAO AND LINCOLN AND MINDANAO AND GLENCOE. TRAFFIC COMING FROM THE NOT YET OCCUPIED APARTMENS ON PANAY WAY. TRAFFIC GENERATED FROM THE NEW HOTELS, THAT ARE PLANNED TRAFFIC FROM STELLA APTS PLUS THE OVER 5,000 CARS COMING FROM PASEO MARINA WILL IMPACT OUR AREA AND INFRASTURE.

WHAT HAPPENS WHEN AN EMERGANCY VEHICLE WANT TO GO TO MARINA DEL REY HOSPITAL AND CAN'T GET THROUGH THE TRAFFIC?

DURING THE CONSTRUCTION, TRUCK, WORKERS CARS AND VANS WILL BE COMING INTO THE AREA AND LEASING. THIS WILL IMPACT THE ROADS.

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- ☒ Hydrology/Water Quality
- ☒ Land Use and Planning y/UK
- ☐ Mineral Resources
- ☒ Noise
- ☒ Population and Housing ~~too much now~~
- ☐ Public Services
- ☐ Recreation
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MARINA DEL REY is SO OVER built NOW and THEIR STILL AT IT. THE ROADS THAT GET FIXED ARE 90% THOSE THAT DONT Need FIXING (SIDE STREETS) BUT THAT ~~do~~ account AFTER THE HEAVY EQUIPMENT TEARS THEM UP. FROM TEARING DOWN A ONE STORY BUILDING TO BUILD A 7 or 8 STORY UNIT. THIS IS A BAD PLAN ALL THE WAY AROUND. WOULD YOU RENT OR BUY a "SINGLE" UNIT w/ 2/3rds of A PARKING SPOT !!! WOULD YOU SHOP WHERE YOU COULDN'T PARK!

THIS IS A SLAP IN THE FACE TO EVERYONE IN THIS AREA. TELL THEM TO CHANGE THE LOCATION TO YOUR AREA -

MR BONIN, YOU'RE A DISGRACE TO APPROVE THIS!

CONTACT INFORMATION (Optional, please print clearly)

Name: _____ Representing Agency or Organization: _____

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Written Comment Form

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This project should not be built no matter how scaled back it could be.
Over population and traffic congestion is at its peak in Moreno Del Rey Co.

CONTACT INFORMATION (Optional, please print clearly)

Name: _____ Representing Agency or Organization: _____

Address: _____ City/State/Zip: _____

We need your input!

Please take a few minutes to provide your comments and return the completed form to the Department of City Planning. Comments must be provided in writing and can be submitted at the scoping meeting, by mail, by fax to 213-978-1343, or by email to Jonathan.Chang@lacity.org.

The purpose of the scoping process is to identify public and agency concerns, define the issues that will be examined in the Environmental Impact Report (EIR), and help to identify Project impacts, alternatives, and mitigation measures that can lessen the significant environmental impacts from both temporary construction activities and long-term operation of the proposed Project.

The deadline for submitting preliminary comments is July 11, 2017. All written comments submitted will be considered during preparation of the Draft EIR, which will be available for public review at a later date. The Initial Study is available for review at the Department of City Planning, 200 N. Spring Street, Room 750, Los Angeles, CA 90012 and online at: https://planning.lacity.org/eir/nops/PaseoMarina/InitialStudy.pdf

90012-3245 C5

Attn: Jon Chang
RE: ENV-2016-3343-EIR
Department of City Planning
City of Los Angeles
200 N Spring Street, Room 750
Los Angeles, CA 90012

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JUL 26 2017
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LOS ANGELES CA 900
24 JUL 2017 PM 12 L

Equality FOREVER

Public Scoping Meeting

Project Name: Paseo Marina

Case No.: ENV-2016-3343-EIR

Project Location: 13400-13450 Maxella Avenue, 4305-4363 Glencoe Avenue, Los Angeles, CA 90292

Community Planning Area: Palms—Mar Vista—Del Rey

Council District: 11—Honorable Mike Bonin

Due Date for Public Comments: July 18, 2017

ENVIRONMENTAL ISSUES & IMPACTS

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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

DO NOT ALLOW THIS PROJECT. TOO MANY CARS AND TRAFFIC ON OUR VERY FEW MARINA DEL REY STREETS.
DO NOT INCREASE CARS + FUEL + TRAFFIC

RECEIVED
CITY OF LOS ANGELES
JUL 19 2017
MAJOR PROJECTS UNIT

CONTACT INFORMATION (Optional, please print clearly)

Name: L.G. BAGDASARIAN Representing Agency or Organization: _____

Address: 13080 MINDANAO WAY #94 City/State/Zip: M.D.R. 90292

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- ☐ Aesthetics
- ☐ Agriculture and Forest Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Geology and Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards and Hazardous Materials
- ☐ Hydrology/Water Quality
- ☑ Land Use and Planning
- ☐ Mineral Resources
- ☑ Noise
- ☐ Population and Housing
- ☐ Public Services
- ☐ Recreation
- ☑ Traffic/Transportation
- ☐ Tribal Cultural Resources
- ☐ Utilities/Service Systems

Note: Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

I JUST MOVED TO GLENCOE B/C I LOVE THIS AREA. I WALK TO GET COFFEE & DO ERRANDS AT THE SHOPPING AREA CURRENTLY IN THE & PROPOSED BUILDING SPOTS. THIS COMMUNITY DOES NOT NEED MORE APARTMENTS — IT NEEDS MORE SHOPS & STORES IT IS ALREADY CONGESTED & NEED MORE UNITS WITH LITTLE ADDITIONAL SHOPPING IS NOT PRODUCTIVE TO THE COMMUNITY OR PROPERTY VALUE.

THE DESIGN OF THIS PROPOSED COMPLEX IS NON-SENSICAL & NOT REALISTIC. NO CONSUMER IS GOING TO WALK THROUGH AN APT. COMPLEX, AS PROPOSED IN THE DESIGN. PLUS THERE IS NO INCIDENTAL SHOPPING AREA.

THIS IS A FAILING & THE COMMUNITIES WILL FIGHT THIS. HAPPY TO PROVIDE IDEAS TO HELP INCREASE APPEAL OF THIS W/ HOMEOWNERS

THANK YOU, ELLIOT

CONTACT INFORMATION (Optional, please print clearly)

Name: ELLIOT BALDINI Representing Agency or Organization: —

Address: 4140 GLENCOE, #204 City/State/Zip: MDR

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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Written Comment Form

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No more housing. We are suffering with all the traffic as it is. The area cannot support the amount of people + cars this project will attract.

Please do not build 3 7story buildings. It is not necessary for our neighborhood.

Too many people
Too much traffic
This is a horrible idea

CONTACT INFORMATION (Optional, please print clearly)

Name: Kelly Bandura Representing Agency or Organization: _____

Address: 3623 Grandview City/State/Zip: Mar Vista CA 90066

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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- ☒ Traffic/Transportation
- ☐ Tribal Cultural Resources
- ☒ Utilities/Service Systems

Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

(1) What plans do you have for mitigating the additional traffic that will occur? Traffic in this area is already a problem — drive on Mindanao, Maxella, or Glencoe for several hours in the morning and afternoon — daily grid lock.

(2) The power grid is apparently already overloaded — we used to get one or two outages (a year?), now we get at least 4 or 5 — and often several very short ones in addition that disrupt all the automatic clocks! How will you deal with this?

(3) Our area of primarily condominiums and single family homes is a COMMUNITY We strive to be a community, not just a collection of buildings. We work at doing this with parent groups, Halloween activities for children, clean-up days in the open areas, — and more. Plunking hundreds of rental units into this area will not allow us to retain this sense of community — renters do not get involved — especially in these numbers.

CONTACT INFORMATION (Optional, please print clearly)

Name: Maureen Banks Representing Agency or Organization: Villa Marina Council

Address: 4739 La Villa Marina City/State/Zip: Marina del Rey CA 90292

Note: Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

We already have so much traffic in this area—particularly a buildup of cars trying to get on and off of the 90 on Mindanao with poorly timed stoplights. In addition, our power grid would need to be updated, because we already have way too many blackouts. We can't really handle any more burden on the system.

CONTACT INFORMATION (Optional, please print clearly)

Name: Sandie Bass Representing Agency or Organization: _____

Address: 13249 Fiji Way H City/State/Zip: MDR, CA 90292

We need your input!

Please take a few minutes to provide your comments and return the completed form to the Department of City Planning. Comments must be provided in writing and can be submitted at the scoping meeting, by mail, by fax to 213-978-1343, or by email to Jonathan.Chang@lacity.org.

The purpose of the scoping process is to identify public and agency concerns, define the issues that will be examined in the Environmental Impact Report (EIR), and help to identify Project impacts, alternatives, and mitigation measures that can lessen the significant environmental impacts from both temporary construction activities and long-term operation of the proposed Project.

The deadline for submitting preliminary comments is July 11, 2017. All written comments submitted will be considered during preparation of the Draft EIR, which will be available for public review at a later date. The Initial Study is available for review at the Department of City Planning, 200 N. Spring Street, Room 750, Los Angeles, CA 90012 and online at: https://planning.lacity.org/eir/nops/PaseoMarina/InitialStudy.pdf

Tape Here

Attn: Jon Chang
RE: ENV-2016-3343-EIR
Department of City Planning
City of Los Angeles
200 N Spring Street, Room 750
Los Angeles, CA 90012

Public Scoping Meeting

Project Name: Paseo Marina

Case No.: ENV-2016-3343-EIR

Project Location: 13400-13450 Maxella Avenue, 4305-4363 Glencoe Avenue, Los Angeles, CA 90292

Community Planning Area: Palms—Mar Vista—Del Rey

Council District: 11—Honorable Mike Bonin

Due Date for Public Comments: July 18, 2017

ENVIRONMENTAL ISSUES & IMPACTS

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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

(1) TRAFFIC FLOW IN AREA HORRID AFTER NEW BUILDING ON GLENCOE & REDWOOD. THE ADDITION OF THESE UNITS WILL SEVERELY IMPACT GETTING OFF THE FREEWAY & THRU MINDANAO/GLENCOE INTERSECTION & THE OVERFLOW TRAFFIC ON REDWOOD, LANES FOR TURN NEEDED/ARROW, RESTRICTIONS ON REDWOOD OFF MINDANAO - I CAN NOT GET OUT OF DRIVEWAY NOW AT COMMUTE TIMES

(2) BUILDING UP TO GLENCOE PROPERTY LINE WILL FOREVER CHANGE THE FEEL OF GLENCOE & IMPACT THOSE HOMEOWNERS THAT WILL LOOK AT THE MULTI STORY STRUCTURE ADDED BUSINESSES ON FIRST FLOOR WILL NO LONGER HAVE DIRECT WALK IN FROM ADJACENT PARKING SPOTS -

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CONTACT INFORMATION (Optional, please print clearly)

Name: J. BECKWITH Representing Agency or Organization: SELF

Address: PO 12319 City/State/Zip: MARINA DEL REY 90295

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- [x] Aesthetics
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- [ ] Air Quality
- [ ] Biological Resources
- [ ] Cultural Resources
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Written Comment Form

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We welcome an upgrade to the outdated shopping center in our community. However, we were hoping for an opportunity to have more public green space, commercial space, & easier access to bike lanes/path & pedestrian walkways. We like this area for the ease of walking/biking on week-ends etc. to avoid the horrible traffic we all endure in 4S. Not only are you taking this away but you are creating more congestion.

This is a great opportunity for the owners/developers to create a beautiful, environmentally friendly upgrade to the community & set an example to other areas on public improvments.

CONTACT INFORMATION (Optional, please print clearly)

Name: Susan Benjamin Representing Agency or Organization: Gallery Lofts

Address: 4080 Glencoe Ave City/State/Zip: MDR

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

I am so unhappy to think they want to build more in our Marina Del Re. It is getting so full of every place traffic is terrible - I am very sad no more building - - Please do not build any more -

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CONTACT INFORMATION (Optional, please print clearly)

Name: Jeri Berger

Representing Agency or Organization: _____

Address: 13078 Mindanao Way, Apt. 207
Marina Di Rey, CA 90292

City/State/Zip: _____

ENVIRONMENTAL ISSUES & IMPACTS

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Written Comment Form

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Hello- I own a townhome in the Villa Vellestri complex directly across the street from proposed new construction. I can't even imagine that the impact on traffic would be acceptable to anyone. My unit faces Glencoe and have heard/seen accidents on this street every other day.

The thought of noise and construction for 2 years is going to make it insane to live here. Making it difficult to find renters or sell.

Over 600 units is too many.

How about a safe place to travel down Maxella to get to the bike path.

Thank you for taking our input

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CONTACT INFORMATION (Optional, please print clearly)

Name: Wendy Bernier Representing Agency or Organization: Resident

Address: 4310 Glencoe Ave #6 City/State/Zip: Marina del Rey CA 90292

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- ☐ Aesthetics
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Written Comment Form

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Dear Dept of City Planning Council 11 - Mike Bonin.

Please note our opposition to the proposed Paseo Marina project located at Marella and Glencoe Avenues, Lt 90292.

As residents of this community we are concerned with the negative impact and overcrowding this project will impart on our community. It will cause a tremendous increase in cars and traffic.

We understand development is important to developers but for those of us we live here our quality of life will be compromised greatly.

CONTACT INFORMATION (Optional, please print clearly)

Name: Peter Bersin Representing Agency or Organization: _____

Address: 13080 Mindanao Way #63 City/State/Zip: Marina del Rey 90292

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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Written Comment Form

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The Marina is already being significantly impacted by a significant increase in housing on Panay Way. The traffic impact on Lincoln Blvd and Washington Blvd is ~~sig~~ negative

What is happening to our USPS Post Office and other businesses (movie theater, Panda Express, UPS store, Baja Fresh). If they are not allowed to continue at the same rent, ~~#~~ local residents lose. ~~#~~ Why are they being allowed to build up 7 stories? This cuts light and telecommunications (blocks cell phone towers) for existing residents.

CONTACT INFORMATION (Optional, please print clearly)

Name: Cheryl Birch Representing Agency or Organization: _____

Address: 13360 Maxella Ave #7 City/State/Zip: MDR CA 90292

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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Written Comment Form

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(6) I loved the concept of a Town Center with open park space, walkways, etc. This should have been done years ago. But here are my concerns:

a. Lack of "openness" - Marina is much more open now than Playa Vista for example. That is overbuilt. This looks too much like a "condo" or "apartment" can you as you approach it. Needs more open design, maybe lower buildings. Maxella looks + will be congested.

b. Lack of retail now for seniors + other groups ie families. AMC is only theater in Marina. Dine In is not acceptable alternative.

c. Also, losing post office is a big deal. Again, this is a walking community and you are taking away important structures. New retail should improve big time on what we already have.

d. Traffic. When you overbuild you get excessive traffic.

e. Why not just build open user-friendly mall w. retail and maybe some residence (lower) we definitely prefer retail, sitting space, places to eat & play etc.

CONTACT INFORMATION (Optional, please print clearly)

Name: Nina Borwick Representing Agency or Organization: _____

Address: 13600 Marina Pointe Drive City/State/Zip: MDR 90292

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ENVIRONMENTAL ISSUES & IMPACTS

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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

WHAT WILL BE THE EFFECT OF AIR FLOW IN THE NEIGHBORHOOD CAUSED BY ADDING THREE 77 FT. TALL BUILDINGS TO THIS PROPERTY?

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CONTACT INFORMATION (Optional, please print clearly)

Name: JUDI BROWN Representing Agency or Organization: RESIDENT OF AREA

Address: 4715-D LA VILLA MARINA City/State/Zip: MARINA DEL REY, CA 90292

ENVIRONMENTAL ISSUES & IMPACTS

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- ☐ Utilities/Service Systems
- ☒ SAFETY

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Written Comment Form

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MY NEIGHBOR FELL ON MY FRONT STEPS, HITTING HER HEAD ON THE PAVEMENT AND SHE WAS BLEEDING FROM HER HEAD WOUND. I CALLED 911. BECAUSE WE ARE EAST OF LINCOLN BLVD, THE RESPONDING PARAMEDICS CAME FROM VENICE AND TOOK OVER 30 MINUTES TO ARRIVE - TRAVELLING VIA LINCOLN. WHAT DO YOU EXPECT THIS PROJECT TO DO TO EMERGENCY RESPONSE TIMES?

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MAJOR PROJECTS
UNIT

CONTACT INFORMATION (Optional, please print clearly)

Name: JUDI BROWN Representing Agency or Organization: RESIDENT of AREA

Address: 4715-D LA VILLA MARINA City/State/Zip: MARINA DEL REY, CA 90292

ENVIRONMENTAL ISSUES & IMPACTS

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Written Comment Form

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Save Barnes & Noble and the small movie Theater.

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CONTACT INFORMATION (Optional, please print clearly)

Name: Marilyn Butler Representing Agency or Organization: self

Address: 13322 Maxella #1 City/State/Zip: MDR 90292

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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- ☐ Utilities/Service Systems

Affordable units!

Written Comment Form

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So grateful to see this space used for more productive purposes. Housing is a legitimate crisis and this space is an amazing opportunity to create new ~~bridge~~ units. The personal vehicle ~~fears~~ are the most selfish reason I hear holding up support for this project. I wish we could have a conversation about adding a roof top pool/bar, more green space and pedestrian access and instead of working from that space of negotiation we are pitted as either FOR or AGAINST. I am 100% for new units in this area!! Now let's talk about how to make it the most vibrant space for community building possible.

CONTACT INFORMATION (Optional, please print clearly)

Name: Chelsea Byers Representing Agency or Organization: NA

Address: 4631 S. Slauson Ave City/State/Zip: Culver City CA 90230

Note: Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- [x] Aesthetics
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Written Comment Form

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I have lived in MDR for 36 years, across the street from the proposed project, and am violently opposed to it. The Marina is already overbuilt, and you will be adding to the traffic, noise and pollution, not to mention removing our last open and scenic treasure, etc.

It will be so congested, it's ridiculous.

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MAJOR PROJECTS UNIT

CONTACT INFORMATION (Optional, please print clearly)

Name: Susan Chalek Representing Agency or Organization: VIME IV

Address: 13082 Mindanao #13 City/State/Zip: MDR, Ca 90292

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- ☐ Aesthetics
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Written Comment Form

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1% LAND USE / PLANNING

(A) OPPOSED to HD change to 2D. Limit height to 4 stories at least on Bldg facing Glencoe (shade / privacy)

(B) inside paths to be public, cafés fronting on paths

(C) no parking variance or modification - Strictly per Code

(D) Loading docks & activities strictly limited to on-site

(E) 2% Traffic / noise / air quality

Project too dense for immediate area infrastructure

Propose alternative w. reduced density

Not systematically opposed to project. Might even support reasonably reduced project.

CONTACT INFORMATION (Optional, please print clearly)

Name: Anik CHARRON Representing Agency or Organization: SELF

Address: 13336 MAXELLA AVE #6 City/State/Zip: MDR CA. 90292

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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

te: Any identifying information vided will become part of the public ord and, as such, must be released ny individual upon request.

Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

1) I'd like a community center OR Room for meetings

2) Traffic is a huge problem already

3) Reduce number of units in ~~hat~~ ½

4) I will miss Barnes & Noble and the theatre

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CONTACT INFORMATION (Optional, please print clearly)

Name: DIXIE CLEARY Representing Agency or Organization: _____

Address: 4921 D La Villa Marina City/State/Zip: M.D.R., Ca 90292

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- [x] Aesthetics
- [ ] Agriculture and Forest Resources
- [ ] Air Quality
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- [x] Greenhouse Gas Emissions
- [ ] Hazards and Hazardous Materials
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Written Comment Form

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The proposed zoning change represents a substantial increase in the number of residential units in Marina del Rey while significantly decreasing available retail space. This will result in a significant additional burden on the existing infrastructure including increased congestion on a limited roadway system as well as contribute to an increase in localized pollution levels thereby compromising air quality for existing residents

The significant loss of existing parking spaces will also have a negative impact on the remaining retail businesses along Marella as there is insufficient underground parking to support these businesses alone.

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CONTACT INFORMATION (Optional, please print clearly)

Name: M. Corwin Representing Agency or Organization: Self

Address: 13078 Mindanao Way, #301 City/State/Zip: Marina del Rey, CA 90292

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- ☐ Aesthetics
- ☐ Agriculture and Forest Resources
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Written Comment Form

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Air Quality/smog both are very bad now, more traffic will be absolutely unbreathful for residents here.

Traffic Congestion?? - Try getting parking to just go to bank or run into CVS.

Where my condo is located I can hear traffic on Glencoe & Mindanao - More Police sirens, fire sirens, ambulances--there will be no peace in this community.

Don't want to miss convenience of Post Office, movies, Barnes & Noble, DSW — I shop there always.

7/5/2017 Gail A. Craig

CONTACT INFORMATION (Optional, please print clearly)

Name: Gail A. Craig Representing Agency or Organization: _____

Address: 13080 Mindanao Way #69 City/State/Zip: Marina Del Rey CA 90292

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- ☐ Aesthetics
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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

* This project brings too much density to a too small area/space.
* The traffic generated by this project will cause backups all the way to and on Lincoln, Mindanao, Marella, Washington, Glencoe, as well as the 90 Fwy ingress and egress streets. These streets are used by drivers coming through on their way from South, North, East + West of here. They are major routes of people "passing" through, not just those who live in "Del Rey". Traffic traveling East on Mindanao ~~get~~ causes backups all the way back to + on Admiralty and back to Via Marina.
* Parking for those of us who shop at Pavilion's, CVS, and the other stores, eateries will be impossible as your residents, people shopping in your new retail use "easier" parking from Mindanao to Pavilions.
* Your retail will probably include several "upscale" restaurants. ☹

CONTACT INFORMATION (Optional, please print clearly)

Name: JUDITH CRANE Representing Agency or Organization: VILLA MARINA

Address: 13221-A ADMIRAL AVE City/State/Zip: MARINA DEL REY, CA 90292

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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Written Comment Form

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LA is in the midst of a housing crisis, we know this. For those that don't, they should consider themselves very fortunate. This project displaces no residence while adding hundreds of market rate + low income units. It's exactly what we need to see more of.

The complaints I've heard about this project are disappointingly generic. First, I worked at the hotel this project is planned on + Marella has capacity. Second, the only way we're reducing traffic is by getting cars off the road + allowing people to work + play where they live. We must add smart density - this project makes sense.

CONTACT INFORMATION (Optional, please print clearly)

Name: Austin Cyr Representing Agency or Organization: Abundant Housing

Address: 4631 S. Slauson Ave City/State/Zip: 90230

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- [x] Aesthetics
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- [ ] Air Quality
- [ ] Biological Resources
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- [ ] Recreation
- [x] Traffic/Transportation
- [ ] Tribal Cultural Resources
- [ ] Utilities/Service Systems

Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

As neighbors to this proposed project, we are tremendously concerned with the environmental, carbon footprint and noise pollution elements that will be associated.
As new parents, we want our future generation to be surrounded by more space and less environmental hazards.
As community denizens, we actively oppose this project for the sake of our wonderful and beautiful environment.
We hope that the city of Los Angeles will agree that this plan poses monumental environmental risks and hazards to the people of Marina del Rey.

CONTACT INFORMATION (Optional, please print clearly)

Name: Leigh Doheny Representing Agency or Organization: _____

Address: 13078 Mindanao Way #103 City/State/Zip: Marina del Rey, CA 90292

Note: Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

- 600+ residential units is way too much. Please don't turn Del Rey into Santa Monica
- I would like to see a scenario in the impact study that contemplates NO zoning change (no additional residential units)
- 1200 parking spots for 600+ units, commercial etc is too little.
- Please don't reduce commercial from 100k sq ft to 28k sq ft. If you have the right tenants, and the building looks welcoming, people will come.
- I would like to see what investment the developer is willing to make to the surrounding area
- Easy access via bikes from surrounding residential area
- Public green space in front (or on the corner) of the property
- Love that the design does contemplate the current issue of "walking through a parking lot"
- Please consider >10% for low-income housing (why just the minimum)
- Can you consider outdoor dining access from LePan & Hard House to "connect" the two properties?

CONTACT INFORMATION (Optional, please print clearly)

Name: Chris Dreyer Representing Agency or Organization: Concerned resident ☺

Address: 12857 Bonaparte Ave City/State/Zip: 90066

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- ☐ Aesthetics
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Written Comment Form

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~~Traffic and environ~~

My concerns are the traffic and environmental impact. Traffic is already terrible. Need to consider widening streets, also need more public open spaces.

What are you giving back to the community

CONTACT INFORMATION (Optional, please print clearly)

Name: Ann Ellenson Representing Agency or Organization: _____

Address: 4338 Redwood Ave Unit B-207 City/State/Zip: Marina Del Rey CA

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- ☐ Aesthetics
- ☐ Agriculture and Forest Resources
- ☒ Air Quality
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Written Comment Form

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CONCERNED ABOUT INFRASTRUCTURE, TRAFFIC IS ALREADY HORRIBLE. I DONT ~~AGREE~~ MIND DEVELOPMENT BUT 7 STORIES AND ALMOST 700 UNITS IS TOO MANY MDR USED TO BE A QUIET PEACEFUL OASIS. IT'S GETTING TOO BIG. LETS SAY I'D BE FINE WITH 2 STORIES OF UNITS ABOVE RETAIL.

CONTACT INFORMATION (Optional, please print clearly)

Name: J EVANS Representing Agency or Organization: _____

Address: 2422 ARNOLD AVE City/State/Zip: VENICE CA 90291

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- ❑ Aesthetics
- ❑ Agriculture and Forest Resources
- ❑ Air Quality
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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

I am really upset by the 80% reduction in retail space. and in the wall-to-wall building fronting the streets with much reduced side walls.

CONTACT INFORMATION (Optional, please print clearly)

Name: B. Furst Representing Agency or Organization: Self

Address: 310-301 3060 City/State/Zip: 90292

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- ☐ Aesthetics
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- ☒ Air Quality
- ☐ Biological Resources
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Written Comment Form

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Case # ENV-2016-3343-EIR

I would like to see this project much smaller! No more than 250 residential - seven-story high - no!

Traffic is bad now what will it be with 652 more units!

LA City Planning needs to look at this more!

I have lived here since 85 and love the Marina but it is just getting to big -

CONTACT INFORMATION (Optional, please print clearly)

Name: BARBARA GERSON Representing Agency or Organization: _____

Address: _____ City/State/Zip: _____

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- ☑ Aesthetics
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- ☑ Air Quality
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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

TOO MUCH

BAD TRAFFIC

QUALITY OF AIR

CONTACT INFORMATION (Optional, please print clearly)

Name: MARCO GIANDALIA Representing Agency or Organization: _____

Address: 4215 GLENCOE AVENUE City/State/Zip: MARINA del REY

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

MAJOR CONCERN FOR NEIGHBORS LIVING IN THE AREA — TRAFFIC. ATTACHED TO THAT IS CONCERN FOR PARKING FOR THE RESIDENTS. YOU HAVE 658 MULTIPLE-FAMILY RESIDENCE UNITS. THE PARKING SPACES ARE 1,217; MOST FAMILIES HAVE AT LEAST 2 CARS, WHICH MEANS THERE WON'T BE ENOUGH. WE HAD AN APARTMENT BUILDING (4 STORYS) GO UP IN THE NEIGHBORHOOD, WITH INSUFFICIENT PARKING FOR THE RESIDENTS. THIS MEANT OUR ALREADY OVERCROWDED STREETS HAD ALL THESE ADDITIONAL CARS PARKED IN FRONT OF OUR HOMES. THINGS GOT UGLY OVER THE PARKING.

REGARDING TRAFFIC — WILL THERE BE ADDITIONAL LANES FOR TRAFFIC? ADDITIONAL SIGNALS? I'VE NOTICED THAT WHILE MORE LANES HAVE BEEN ADDED (ON GENTRY), IT IS STILL A NIGHTMARE DURING RUSH HOUR TRAFFIC WEEKDAYS (WITH RUSH HOUR ENCOMPASSING LONGER PERIODS OF TIME).

THE PROJECT MIGHT BE PALATABLE IF THERE WERE FEWER UNITS, NOT SO HIGH (77 FEET?).

ALSO, THE MdR AREA HAS HAD POWER OUTAGES IN THE VILLA MARINA MALL — HAS THE IMPACT OF ALL THESE UNITS ON RESOURCES BEEN EXPLORED? NO POWER, NO LIGHTING, WOULD NOT ONLY MAKE RESIDENTS MAD, BUT RETAILERS POSITIVELY LIVID.

CONTACT INFORMATION (Optional, please print clearly)

Name: [redacted] Representing Agency or Organization: NEIGHBOR

Address: _____ City/State/Zip: _____

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- ☐ Aesthetics
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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

THE TRAFFIC NOW AT GLENCOE AND NINDANO IS ALREADY BAD WITH A LOT OF ACCIDENTS. THE 90 BACKSUP & PEOPLE CUT IN VERY DANGEROUSLY. I CANT EVEN HAVE VISITORS BECAUSE THERE IS NO STREET PARKING AVAILABLE.

CONTACT INFORMATION (Optional, please print clearly)

Name: GABRIELLE GLORIOUS Representing Agency or Organization: _____

Address: 4766 LA VILLA MARINA City/State/Zip: MDR. CA 90292

We need your input!

Please take a few minutes to provide your comments and return the completed form to the Department of City Planning. Comments must be provided in writing and can be submitted at the scoping meeting, by mail, by fax to 213-978-1343, or by email to Jonathan.Chang@lacity.org.

The purpose of the scoping process is to identify public and agency concerns, define the issues that will be examined in the Environmental Impact Report (EIR), and help to identify Project impacts, alternatives, and mitigation measures that can lessen the significant environmental impacts from both temporary construction activities and long-term operation of the proposed Project.

The deadline for submitting preliminary comments is July 11, 2017. All written comments submitted will be considered during preparation of the Draft EIR, which will be available for public review at a later date. The Initial Study is available for review at the Department of City Planning, 200 N. Spring Street, Room 750, Los Angeles, CA 90012 and online at: https://planning.lacity.org/eir/nops/PaseoMarina/InitialStudy.pdf

Tape Here

Attn: Jon Chang
RE: ENV-2016-3343-EIR
Department of City Planning
City of Los Angeles
200 N Spring Street, Room 750
Los Angeles, CA 90012

Public Scoping Meeting

Project Name: Paseo Marina

Case No.: ENV-2016-3343-EIR

Project Location: 13400-13450 Maxella Avenue, 4305-4363 Glencoe Avenue, Los Angeles, CA 90292

Community Planning Area: Palms—Mar Vista—Del Rey

Council District: 11—Honorable Mike Bonin

Due Date for Public Comments: July 18, 2017

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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Written Comment Form

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Construction of an additional 600+ apartments added to the new loft buildings on Del Rey, Glencoe and Redwood will strain the infrastructure beyond belief. Where do they get water and is there adequate sewage?

Traffic at Glencoe and Marella, Glencoe and Mindanao is terrible during rush hours because Lincoln Blvd. is grid locked already. To avoid grid locked Lincoln Bl. commuters use Glencoe and Redwood to reach the 90 Exprossway. Neither of these "shortcuts" are designed to carry the current volume of traffic.

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CONTACT INFORMATION (Optional, please print clearly)

Name: R Godfrey Representing Agency or Organization: _____

Address: 13810 Mindanao Way City/State/Zip: MDR 90292

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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ALL OF THE ABOVE!

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Written Comment Form

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THE PLANNED PROJECT WILL MAKE WHAT IS ALREADY A CONGESTED AREA, IMPOSSIBLE - THE TRAFFIC, NOISE, + THE # OF PLANNED UNITS + THE DESTRUCTION OF A NEIGHBORHOOD IS UNACCEPTABLE PLEAE RECONSIDER!

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JUL 12 2017
MAJOR PROJECTS UNIT

CONTACT INFORMATION (Optional, please print clearly)

Name: SONIA GOLDSTEIN Representing Agency or Organization: VILLA MARINA IV

Address: 13078 MINDANAO WAY #310 MDR City/State/Zip: MARINA DEL REY 90292

Fax - 213 - 978 - 1343

ENVIRONMENTAL ISSUES & IMPACTS

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- ☐ Tribal Cultural Resources
- ☑ Utilities/Service Systems

[redacted]

Traffic - Moring and Evening traffic is backed up from Lincoln to Glenco (90 Fwy is in between) traffic need to be monitered digilently - need left turn from Mindnao to Glenco west -

Our Community cannot support more congestion

Area zoned for light manufacturing

Taking Postal Services to atleast 3miles away

Hospital Services will be over burdened

There are several other developments that are in progress within 1/2mile Radius

UGH UGH

CONTACT INFORMATION (Optional, please print clearly)

Name: Clifford Gooding Representing Agency or Organization: _____

Address: 4734 G Lafitte Marina City/State/Zip: Marina Del Rey CA 90292

Note: Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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

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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

THE TRAFFIC IS A MAJOR CONCERN.!
WE HAVE MANY COMPLEXES FOR HOUSING ON REDWOOD, GLENCOE, MAXELLA, MINDANAO, ALLA RD., LINCOLN - TO NAME A FEW.
ALTERNATIVE > DON'T BUILD THIS COMPLEX OF OVER 600 + UNITS + RETAIL - FOOD - ETC — WE WILL BE FLOODED! AND IN OVER LOAD WITH CARS, TRAFFIC PROBLEMS, NOISE TO NAME A FEW —
ON A SIDE NOTE: WE ENJOY BEING ABLE TO SHOP LOCAL & DINE LOCAL (BOOK STORE, DWS, THE POST OFFICE, COFFEE ETC. THAT IS PART OF THE "CHARM" OF THIS AREA — THIS AREA IS ALREADY OVER DEVELOPED!! THE DEVELOPER HAS AIREADY TAKEN AWAY "FAVORITE" STORES

CONTACT INFORMATION (Optional, please print clearly)

Name: VALERIE GORDON Representing Agency or Organization: _____

Address: 13082 MINDANAO WAY City/State/Zip: MARINA DEL REY CA 90292

#29

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- ☑ Aesthetics
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- ☑ Land Use and Planning
- ☐ Mineral Resources
- ☐ Noise
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- ☐ Public Services
- ☐ Recreation
- ☑ Traffic/Transportation
- ☐ Tribal Cultural Resources
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Written Comment Form

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Thank you for seeking public comment. I have lived in 90066 for 33 years, and owned a small home a few blocks off Makella for 21 years. I walk, bike and drive on the streets surrounding the proposed development on a daily basis. My primary concern is vehicular traffic. Local streets are ~~used~~ far beyond their capacity to accommodate additional cars. Lincoln and Venice are particularly jammed. Even local errands can involve lengthy waits in traffic. I'm not opposed to development per se, but any develop that is ~~also~~ allowed needs to be sustainable, and 650+ units is well beyond the capacity of local infrastructure!

CONTACT INFORMATION (Optional, please print clearly)

Name: Randy GRANT Representing Agency or Organization: (self)

Address: 4177 McConnell Bl. City/State/Zip: L.A. 90066

ENV-2016-3343-EIR

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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Written Comment Form

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GRIDLOCK ON MINDANAO/GLENCOE IS ALREADY UNBEARABLE
THE DENSITY of this PROJECT'S height is EXCESSIVE BASED ON CURRENT STDS
THE REMOVAL of the EXISTING POST office and other RETAILS STORES will GREATLY IN CONVIENCE RESIDENTS PLUS ELIMINATION of the PARKING SPACES IN THE MARINA MARKETPLACE adds more GRIEF for RESIDENTS
THE STELLA ARTS EXPANSION and the FISHERMANS VILLAGE RENOVATION with A LARGE HOTEL and more RETAIL ALREADY threatens FIJI WAY WITH INCREASED GRIDLOCK ON A ROAD-DIETED FIJI WAY.
THE CONGESTION on all ENTRANCES to MARINA MARKETPLACE IS ALREADY OVER CONGESTED.
ACCESS to MANY RETAIL ESTABLISHMENTS and MY POST office VIA short WALKS will be RUTTLE INTOLERABLY.
THE INCREASE of the 1200 PARKING SPACES and the CARS that USE THEM for THIS development will GREATLY INCREASE the LEVEL of AIR POLLUTION and CONGESTION to MY COMMUNITY—

CONTACT INFORMATION (Optional, please print clearly)

Name: Philip C. GREENFIELD Representing Agency or Organization: VILLA MILANO HOA

Address: 4740 LA VILLA MARINA #C City/State/Zip: MARINA DEL REY, CA 90292

ENVIRONMENTAL ISSUES & IMPACTS

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- ☐ Hazards and Hazardous Materials
- ☒ Hydrology/Water Quality
- ☒ Land Use and Planning
- ☐ Mineral Resources
- ☒ Noise !!
- ☒ Population and Housing !!
- ☐ Public Services
- ☐ Recreation
- ☒ Traffic/Transportation !!
- ☐ Tribal Cultural Resources
- ☒ Utilities/Service Systems

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Written Comment Form

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Having lived in the Marina for over 47 yrs and watching the development & growth I am now at the point when I feel we need to stop and look at just what will happen if this development goes through.

We travel down Maxella & Glencoe daily — Traffic is incredible throughout the day — At times a stop still. — Can't imagine more traffic, Need studies — And then, a seven story building x 3 — Too many people. Really.

Also, taking away the neighborhood atmosphere w/ such local shops as the Coffee Bean, Baja Fresh, UPS etc —

CONTACT INFORMATION (Optional, please print clearly)

Name: Carol Greenhalgh Representing Agency or Organization: _____

Address: 124 Privateer Mall City/State/Zip: Marina del Rey Ca 90292

Jonathan Chang <jonathan.chang@lacity.org>

Attached Form for Paseo Marina

Debbie Guthrie <debbieguthrie@msn.com> Mon, Jul 10, 2017 at 2:30 PM
To: "Jonathan.chang@lacity.org" <Jonathan.chang@lacity.org>
Cc: "Joanunreel@aol.com" <Joanunreel@aol.com>, Roy Guthrie <raguthrie@msn.com>

Jonathan,

I have attached our comments and issues with the New development, Please Please do not let it happen. We cannot handle all the Cars!!!!

Roy and Debbie Guthrie

13080 Mindanao Way, #80

Marina Del Rey, CA 90292

Debbie Guthrie

MDR Planning and Zoing Paseo Marina.pdf
711K

ENVIRONMENTAL ISSUES & IMPACTS

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Written Comment Form

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Development: Paseo Marina, Marina del Rey (on Glencoe and Maxella)

This Complex is proposed for 658 units! This will add a major Traffic Congestion to the area.
Marina del Rey has just added several Apartment Complexes on ADMIRALTY WAY!
A Huge new One under Construction!
WE CANNOT HANDLE MORE CARS!!
We are also losing Neighborhood businesses we need!!

WE NEED TO DRAW THE LINE!!

CONTACT INFORMATION (Optional, please print clearly)

Name: Roy: Debbie Guthrie Representing Agency or Organization: VILLA MARINA IV

Address: 13080 Mindanao Way UNIT 80 City/State/Zip: Marina del Rey, CA 90292

ENVIRONMENTAL ISSUES & IMPACTS

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- [ ] Agriculture and Forest Resources
- [x] Air Quality
- [x] Biological Resources
- [ ] Cultural Resources
- [x] Geology and Soils
- [ ] Greenhouse Gas Emissions
- [x] Hazards and Hazardous Materials
- [x] Hydrology/Water Quality
- [x] Land Use and Planning
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- [x] Public Services
- [x] Recreation
- [x] Traffic/Transportation
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- [x] Utilities/Service Systems

Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

→ Trucks are currently illegally parked on Marella in deliveries. How will that be mitigated?

→ We are currently experiencing power outages in the Marina. How can the electrical infrastructure handle a project of this size?

→ Green space in this project is minimal and appears to be superficial. How can you bring more functional and usable green space to the community

→ This project will eliminate nearly 80K sq. ft of retail & the neighborhood will lose access to commercial space that's a part of our everyday lives

→ Building as planned is too tall and too obtrusive

CONTACT INFORMATION (Optional, please print clearly)

Name: RICHARD HARPER Representing Agency or Organization: _____

Address: 4847 43 LAGUNA MAR CA City/State/Zip: MDR CA 90292

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ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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Written Comment Form

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TRAFFIC CONGESTION IS ALREADY HORRENDOUS — THIS PROJECT WILL CREATE AN UNTENABLE IMPACT ON TRAFFIC IN THE VICINITY.

THE POST OFFICE CURRENT LOCATION IS THE ONLY CONVENIENT LOCATION FOR AREA RESIDENTS.

DENSITY OF BUILDINGS ON GLENCOE AVE. BETWEEN WASHINGTON + MAXELLA IS ALREADY AT A PEAK. THIS PROJECT WOULD BE A FURTHER BLIGHT ON THE CURRENT DENSITY.

CONTACT INFORMATION (Optional, please print clearly)

Name: G. Hobdell Representing Agency or Organization: ———

Address: 13249 FIJI WAY A City/State/Zip: MDR del Rey, CA 90292

We need your input!

Please take a few minutes to provide your comments and return the completed form to the Department of City Planning. Comments must be provided in writing and can be submitted at the scoping meeting, by mail, by fax to 213-978-1343, or by email to Jonathan.Chang@lacity.org.

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The deadline for submitting preliminary comments is July 11, 2017. All written comments submitted will be considered during preparation of the Draft EIR, which will be available for public review at a later date. The Initial Study is available for review at the Department of City Planning, 200 N. Spring Street, Room 750, Los Angeles, CA 90012 and online at: https://planning.lacity.org/eir/nops/PaseoMarina/InitialStudy.pdf

Tape Here

Attn: Jon Chang
RE: ENV-2016-3343-EIR
Department of City Planning
City of Los Angeles
200 N Spring Street, Room 750
Los Angeles, CA 90012

Public Scoping Meeting

Project Name: Paseo Marina

Case No.: ENV-2016-3343-EIR

Project Location: 13400-13450 Maxella Avenue, 4305-4363 Glencoe Avenue, Los Angeles, CA 90292

Community Planning Area: Palms—Mar Vista—Del Rey

Council District: 11—Honorable Mike Bonin

Due Date for Public Comments: July 18, 2017

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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Written Comment Form

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I propose that for all the reasons cited below they MUST minimize the scale of their development to two buildings: DSW and B&N Building, reduce 7 stories to 3 stories of apartments and retail. No matter what, they MUST keep the Post Office here of equivalent if not greater size and capacity. That should be mandatory to their development costs at no charge to the city or taxpayers here. They must agree to a minimum number of liquor licenses so as not to alter the character of the neighborhood. They must agree to adequate FREE PARKING for the public. They must include the movie theatre in their retail space as well as one theatre alone will not accommodate the rise in population. In fact, they must disclose the list of proposed tenants that would move in. They must disclose the quality of the design of the building so that it is not an eyesore. They must also include community benefits—and donate a minimum of $1MM to MdR events and community enhancements and the Marina Villa Council. There are many elderly people in this area and they must not create greater stress and hardship upon the residents of the area due to changes that will occur. And these changes must be minimal and respected and abided by. They must also pay for security gates to Villa Marina Change and insuring that the coastal commission agrees to provide permitted parking for surrounding neighborhoods who will need it so that no residents/tenants/ guests thereof park in surrounding neighborhood parking. Again, this is a must and must be agreed upon by the developers. I am a developer and for development and growth, but not at a scale like this which will diminish the environment and living standards as opposed to enhance them. For all the reasons cited below, the scale of their venture is out of alignment with the area and they need to scale back and make serious honorable concessions and give-backs to the community. I hope this is helpful. Best, Lynn

CONTACT INFORMATION (Optional, please print clearly)

Name: Lynn Isenberg Representing Agency or Organization: Villa Marina Council

Address: 13225 Admiral Ave - Unit F City/State/Zip: Marina del Rey, CA 90292

We need your input!

Please take a few minutes to provide your comments and return the completed form to the Department of City Planning. Comments must be provided in writing and can be submitted at the scoping meeting, by mail, by fax to 213-978-1343, or by email to Jonathan.Chang@lacity.org.

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Department of City Planning
City of Los Angeles
200 N Spring Street, Room 750
Los Angeles, CA 90012

Public Scoping Meeting

Project Name: Paseo Marina

Case No.: ENV-2016-3343-EIR

Project Location: 13400-13450 Maxella Avenue, 4305-4363 Glencoe Avenue, Los Angeles, CA 90292

Community Planning Area: Palms—Mar Vista—Del Rey

Council District: 11—Honorable Mike Bonin

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ENVIRONMENTAL ISSUES & IMPACTS

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See Comments attached

CONTACT INFORMATION (Optional, please print clearly)

Name: Celinda Jungheim Representing Agency or Organization: _____

Address: 13219-G Fiji Way City/State/Zip: Marina del Rey CA 90292

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Comments related to Paseo Marina – Case No. ENV-2016-3343-EIR

Traffic is a major concern in this area especially during heavy commuting time in the morning and from mid-afternoon to evening. The following are specific areas of concern:

- Traffic heading west on Mindanao from Glencoe to the 90 Freeway access. In the afternoon traffic turning left onto the freeway from Mindanao backs up into the through lane causing only the curb lane to be open for through traffic. Even after the light at the 90 egress cars still merge into the freeway access lanes. Hundreds of more cars from this project will only clog it further.
- Traffic heading east on Mindanao backs up at Glencoe with some cars turning left (there is no left turn signal), other cars turning into the gas station and other cars turning into the shopping center. Almost any time of day this is an issue only made worse during peak traffic time.
- Traffic heading east on Mindanao to the 90 access blocks the egress from La Villa Marina onto Mindanao. Sometimes it takes several lights to be able to turn right onto Mindanao.
- Relating to all these areas becomes hazardous as cars dart around trying to get to where they are in the right position to turn onto the freeway, proceed in either direction on Mindanao to turn into Villa Marina.
- Lincoln Blvd. has been clogged, especially from Superba to Mindanao for many years and the addition of hundreds more cars from this project will only increase the gridlock. Lincoln Blvd. is slow most any time of day but much worse during peak traffic hours.
- Washington Blvd. from Lincoln Blvd. east to Redwood has become increasingly heavy as more development has been heaped on the Area.
- Is there any possibility of increasing the north/south streets such as Admiralty and Alla to Jefferson which would allow for more options.

Parking is another major concern in the area. Besides all the people who actually live in the area lawyers park in the neighborhood to go to court in Marina Square because they don't want to pay for the parking. People who work at the hospital, in the local doctor offices and employees of other businesses in the area also park in the Area. The Villa Marina area is especially impacted. Assistance should be given to obtain permit parking in the Villa Marina (Fiji Way (between Lincoln and La Villa Marina), Mindanao Way (Lincoln to La Villa Marina) La Villa Marina and Admiral Ave. The parking at Villa Marina Marketplace will be impacted by the hundreds of units in this project. There are already many times during the day when parking for the market and other businesses are at a premium. From the numbers indicated by the developer it doesn't sound like there will be adequate parking even for their residents, with nowhere near enough for people who want to visit the area to shop and eat.

Retail – there are many businesses, especially restaurants, the AMC theater and the post office, that are vital and popular with current residents of the area. Reducing the retail will force local residents to get in their cars to go further for the same type of amenities thus causing more traffic.

Power grid and utilities– we have had an increasing number of power outages during the last couple of years. There should be a thorough study of how this project will impact further strain on our power grid. A study should also focus on water drainage pipes in the area and the other utilities. Thousands of

residential units have been built in this area during the last decade which have all impacted all aspects of living and navigating this area.

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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

Traffic is already backed up at La Villa Marina + Mindanao on the way to the freeway and on the other way to La Villa Marina

CONTACT INFORMATION (Optional, please print clearly)

Name: Ralph Junghe,im Representing Agency or Organization: _____

Address: 13219-G Fiji Way City/State/Zip: Marina del Rey CA 90292

We need your input!

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Public Scoping Meeting

Project Name: Paseo Marina

Case No.: ENV-2016-3343-EIR

Project Location: 13400-13450 Maxella Avenue, 4305-4363 Glencoe Avenue, Los Angeles, CA 90292

Community Planning Area: Palms—Mar Vista—Del Rey

Council District: 11—Honorable Mike Bonin

Due Date for Public Comments: July 18, 2017

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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

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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

I am not in favor of adding 658 apartment units in the proposed Paseo Marina development. The traffic congestion will increase as well as noise and pollution. Lincoln is already unbearable.

I have lived here for 20 years. Please consider a much smaller development, with significant affordable housing especially for older adults on limited incomes.

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CONTACT INFORMATION (Optional, please print clearly)

Name: MARIKO KAHN Representing Agency or Organization: _____

Address: 13080 MINDANAO WAY #97 City/State/Zip: MDR 90292

2nd page

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR and other potential alternatives and/or measures to avoid or reduce environmental impacts.

Construction of the three 7 story apartments will add substantial congestion, air pollution and noise. The construction will strain existing infrastructure and utilities.
Traffic will be a nightmare in an all ready congested area.
There has been a recent glut of new housing in the immediate neighborhood.
The development will have impact on the public schools in the area.
Aesthetics will be diminished due to blocking available light.
The conjestion from 1200 more cars while eliminating 418 parking spaces is untenable.
Evacuation of the area would be severly hampered in an emergency and limit emergency responders in case of a natural disaster, earthquake, tsunami or terrorist attack.

CONTACT INFORMATION (Optional, please print clearly)

Name: Thomas Kenny & Susan Woodward Representing Agency or Organization: Homeowner

Address: 13082 Mindanao Way #53 City/State/Zip: Marina del Rey, CA 90292

p.2 310-577-6493 woodward/kenney Jul 17 17 03:53p
P.002/002 No.: R800 L1 07/17/2017 16:58

(2 pages)

We need your input!

Please take a few minutes to provide your comments and return the completed form to the Department of City Planning. Comments must be provided in writing and can be submitted at the scoping meeting, by mail, by fax to 213-978-1343, or by email to Jonathan.Chang@lacity.org.

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Attn: Jon Chang
RE: ENV-2016-3343-EIR
Department of City Planning
City of Los Angeles
200 N Spring Street, Room 750
Los Angeles, CA 90012

Public Scoping Meeting

Project Name: Paseo Marina

Case No.: ENV-2016-3343-EIR

Project Location: 13400-13450 Maxella Avenue, 4305-4363 Glencoe Avenue, Los Angeles, CA 90292

Community Planning Area: Palms—Mar Vista—Del Rey

Council District: 11—Honorable Mike Bonin

Due Date for Public Comments: July 18, 2017

Jonathan Chang <jonathan.chang@lacity.org>

Feedback/Comments on Paseo Marina Case No ENV-2016-3343-EIR

Valerie Laney <valerie_laney@capgroup.com> Fri, Jul 14, 2017 at 2:44 PM
To: "Jonathan.Chang@lacity.org" <Jonathan.Chang@lacity.org>
Cc: Valerie Laney <v_laney@hotmail.com>, Valerie Laney <valerie_laney@capgroup.com>

Hi John,
I am a residential owner in Marina del Rey, just 3 blocks from the proposed “Paseo Marina” Project.

I am absolutely opposed to this project, as are all the neighbors who are aware of it.

I am attaching my feedback as directed.

Sincerely,

Valerie Laney
The American Funds
(213) 615-0081

VLaney Comments re Case No ENV-2016-3343-EIR.pdf
183K

ENVIRONMENTAL ISSUES & IMPACTS

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Written Comment Form

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I have lived/owned in MDR 5 years now and cannot believe the amount of uncontrolled building that's been going on – traffic is getting worse + worse because of it!

The backup just to get to the Pavillions on Maxella and the Ralph's has been ridiculous the past 2 years! Not to mention the rush hour traffic along Lincoln Blvd between Jefferson and Washington – actually – at all hours, especially weekends.

Our streets, facilities etc cannot sustain adding these 3 new properties! I can't believe you are even entertaining this plan. Seriously, do we even have a city planner? Because it seems like we don't. I STRONGLY OPPOSE this Project!

CONTACT INFORMATION (Optional, please print clearly) 310-995-1171

Name: Valerie Laney Representing Agency or Organization: Local Resident

Address: 4715 LaVilla Marina #C City/State/Zip: Marina del Rey, CA 90292

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Tape Here

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Written Comment Form

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To big and to tall for surrounding homes and business. It will be to dense

So many autos in the area leds to poor air quality

The neighborhood is saturated as it is.

This will create too many cars on the road leading to more pedestrian and auto accidents.

It is already conjested with long waits and lines to make turns on to the freeway. Blocking streets exits - grid locking all around

Severe power outages. They built Stella and now we have 7-10 outages a year.

I understand there is no plan for the new build and the power it will take away from the neighborhood.

Taking away our post office, bookstore and movie theater is a crime.

CONTACT INFORMATION (Optional, please print clearly)

Name: G Lllie Representing Agency or Organization: Villa Marina

Address: 4771 La Villa Marina City/State/Zip: MDR 90292

We need your input!

Please take a few minutes to provide your comments and return the completed form to the Department of City Planning. Comments must be provided in writing and can be submitted at the scoping meeting, by mail, by fax to 213-978-1343, or by email to Jonathan.Chang@lacity.org.

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- [x] Utilities/Service Systems

Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

1. NOISE IS GETTING WORSE ON CHENCOE
2. ALL OF NEW BUILDING ENCOURAGE MORE HOMELESS MOVING INTO AREA.
3. TRAFFIC IS VERY BAD - MAXELLA & MINDANO AT CHENCOE HAVE MANY ACCIDENTS - SPEEDING HAS BECOME A GREAT PROBLEM ON CHENCO - POLICE DO NOT COVER THESE AREAS -
4. UTILITIES & SERVICE SYSTEMS ARE STRAINED.
5. WHAT CULTURAL RESOURCES ???
6. WATER QUALITY HAS NEVER BEEN GOOD IN M.D.R.

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L

Mr. Fred B. Lobel
13082 Mindanao Way Apt 60
Marina Dl Rey, CA
90292-8709

ENVIRONMENTAL ISSUES & IMPACTS

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- ☐ Tribal Cultural Resources
- ☐ Utilities/Service Systems
- ☒ Regional impact if project not built. How will housing costs in area if project not undertaken.

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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

LA is undergoing a severe housing shortage due to the lack of housing supply needed to match the demand. The Pasco Marina Development will add to the much needed housing stock in the greater regional area, therefore I am all for this project. If anything I think more units should be added (but don't add new parking spots).

The project's mixed-use nature will help create a more walkable neighborhood that will eventually pave the way for Metro's future Lincoln Bold (Bus) Rapid Transit Line. Mass transit works best when the urban environment it traverses through is already built up.

If anything, I think the number of parking spaces should be reduced, and more units added, and parking spots should be decoupled from apartment units so that residents pay for parking separate from their rent. This will help incentivize residents to bike or use ride-sharing to commute to and from work.

Project looks great otherwise. Let's build this and more!

CONTACT INFORMATION (Optional, please print clearly)

Name: Craig Lyn Representing Agency or Organization: _____

Address: _____ City/State/Zip: Los Angeles, CA 90026

ENVIRONMENTAL ISSUES & IMPACTS

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Written Comment Form

There will be too many people added to a very congested area already. Important support services will also disappear due to the new development.

CONTACT INFORMATION (Optional, please print clearly)

Name: Mary Mateo Representing Agency or Organization: homeowner

Address: 6308 Mindanao Way #37 City/State/Zip: Marina del Rey 90292

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ENVIRONMENTAL ISSUES & IMPACTS

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Written Comment Form

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Upgrading the electrical infrastructure is an absolute must. With the new development in Marina Marketplace, Stella Apartments, and continuous construction the electrical grid has been unable to sustain the demand.

I am concerned the local retail and restaurants will be pushed out for commercial retail and ~~eateries~~ commercial eateries. MDR is a growing affluent neighborhood that deserves an upgrade but not at the expense of its quaint, ~~community~~ close-knit, sweet personality. = MDR (offline commercial-property)

CONTACT INFORMATION (Optional, please print clearly)

Name: Ashlee Mehle Representing Agency or Organization: _____

Address: La Villa Marina City/State/Zip: MDR, CA 90292.

ENVIRONMENTAL ISSUES & IMPACTS

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Written Comment Form

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I am writing to endorse the proposed development. I want to see a Los Angeles with more housing, so that families can remain intact and not leave California.

The proposed development replaces parking lots for cars with parks and public space for people, a change we need more of in Los Angeles.

The pattern of mixed use development is necessary to help Angelenos do more of their errands on foot, by bike and public transit.

Lastly, this development will provide more promising stores and restaurants for the neighborhood.

CONTACT INFORMATION (Optional, please print clearly)

Name: Asher Meyers Representing Agency or Organization: _____

Address: 7000 Earldom City/State/Zip: Playa Del Rey 90293 CA

ENVIRONMENTAL ISSUES & IMPACTS

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Written Comment Form

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Mr. Chang,

I have lived in Marina Del Rey for over 45 years. The community, as you know, was extremely different. Many, many of the changes have been very good but enough is enough. With the new addition and proposed expansion we're going over the line. I, for one, should this out of control project invade the community, will sell my property & move to another community — less crowded, less congested, more constructive with less construction!

It's very sad.

Deborah B. Miller
13082 Mindanao Way # 18
Marina Del Rey, Ca. 90292

CONTACT INFORMATION (Optional, please print clearly) — see above

Name: _____ Representing Agency or Organization: _____

Address: _____ City/State/Zip: _____

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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Written Comment Form

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REDO PLANS SO THAT THE COMMUNITY IS ABLE TO ENJOY WITH MORE SPACE FOR LOCAL INHABITANTS — CUT DOWN ON THE AMOUNT OF NEW APTS TO BE BUILT.

P.G THIS AS IS WILL NOT GO THROUGH

DIDC

Vivian Ross 13682 Mindanao Way #4

CONTACT INFORMATION (Optional, please print clearly)

Name: SHIRLEY MILLER Representing Agency or Organization: _____

Address: 13082 MINDANAO WAY #4 City/State/Zip: _____

July 3, 2017

Dear Homeowner,

We are greatly concerned about the proposed development called Paseo Marina on Glencoe and Maxella for 658 new apartment units! In order to do this, **the developers must request a change in the zoning.**

We will be losing 418 parking spaces as well as neighborhood businesses such as the post office, DSW, Barnes & Noble, the movie theater and several of the restaurants. There will be an increase of over 1200 cars and three 7 story buildings. This is going to create more traffic congestion and environmental concerns.

PLEASE fill out the attached **Comment Form** and mail it to the Planning Dept. of City of LA. This must be submitted before July 18, 2017. You can also email it Jonathan.chang@lacity.org.

TOGETHER OUR COMMUNITY CAN MAKE A DIFFERENCE!!

Regards,
The Communications Committee

Paseo Marina Project - Glencoe and Maxella, MDR

Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

This project will cause hardship for the community in many ways. In an already crowded area, the population density will increase beyond the ability to be comfortably supported by infrastucture. The noise factor from the many additional vehicles, as well as the attendant traffic, will cause hardship to the residents. Such density will impact air quality as well, from the additional emissions, and the slower moving traffic will do the same.

The community currently has no tall buildings, and the addition of several tall (seven story) buildings will detract form the ambiance and attractiveness of the community. Additionally, the profile from these buildings will block normal light patterns and deprive residents of a bright and airy view.

We currently do not have sufficient parking for the shopping and recreational facilities in the community, so removal of over 400 parking places will just add to confusion and traffic, noise and air quality as well.

Please do not let this very invasive project continue.

ENVIRONMENTAL ISSUES & IMPACTS

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CONTACT INFORMATION (Optional, please print clearly)

Name: Michael Mishkin Representing Agency or Organization: Resident, VME IV

Address: 13082 Mindanao Way #16 City/State/Zip: MDR, CA 90292

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Tape Here

Attn: Jon Chang
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Department of City Planning
City of Los Angeles
200 N Spring Street, Room 750
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CITY OF LOS ANGELES FOUNDED 1781

Public Scoping Meeting

Project Name: Paseo Marina

Case No.: ENV-2016-3343-EIR

Project Location: 13400-13450 Maxella Avenue, 4305-4363 Glencoe Avenue, Los Angeles, CA 90292

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All the above are the issues we will have. Many cars + more to come create more traffic. Will health problems - you want this because you + your people have the money to develop is another problem + you don't care about people living there. I am sure we have enough housing in this area.

Hope you care for the people who live here. Thank you for your understanding

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CONTACT INFORMATION (Optional, please print clearly)

Name: Vivian Ron Representing Agency or Organization: _____

Address: 13082 Mindanao Way #93 City/State/Zip: M.D.R. Ca 90292

ENVIRONMENTAL ISSUES & IMPACTS

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- ☐ Mineral Resources
- ☐ Noise
- ☐ Population and Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Traffic/Transportation
- ☐ Tribal Cultural Resources
- ☐ Utilities/Service Systems

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Written Comment Form

Please use the space below to comment on areas of concern regarding the scope and content of the EIR, potential alternatives, and/or ideas to avoid or reduce environmental impacts.

I am the homeowner of 7/18/17
3245 Fly Way Suite A
Marina Del Rey CA 90293

Names Daniel and Doris Okonsky
tel 858-722-1999

I object to New Construction project
Paseo Marina

Traffic is bad enough and adding such a project will certainly impact this area in a Negative way I object to this project

Doris Okonsky

CONTACT INFORMATION (Optional, please print clearly)

Name: Doris Okonsky Representing Agency or Organization: _____

Address: 16072 Cross Fox Ct City/State/Zip: Poway CA 92064

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- ☐ Aesthetics
- ☐ Agriculture and Forest Resources
- ☑ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Geology and Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards and Hazardous Materials
- ☐ Hydrology/Water Quality
- ☐ Land Use and Planning
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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

We live in Villa St. Tropez and deal with major traffic back up onto Mindanao as it is. I cannot imagine how bad this will get if/when additional residential units are added in your proposed complex.

Also what parks (recreation parks) will be added to the immediate surrounding areas of your complex? How about adding a childrens play ground for all local public to utilize with their children?

What will happen to the existing Postal Office? We are a large community that needs a Postal office within walking distance therefore please ensure you still provide a space for this office in your complex.

Electrical outages are very common already in our neighborhood each year. Adding your complex to the grid will incur additional outages. What are your plans about that element to increase electrical power?

Bike paths are required as we all love to walk and bike around the neighborhood to enjoy the restaurants, shops, supermarkets and parks. Please add plenty of pedestrian walk ways and bike baths to encourage neighborhood community safety and enjoyment.

CONTACT INFORMATION (Optional, please print clearly)

Name: Jean O'Loughlin Representing Agency or Organization: _____

Address: 13226 Admiral Avenue, City/State/Zip: Marina Del Rey 90292

We need your input!

Please take a few minutes to provide your comments and return the completed form to the Department of City Planning. Comments must be provided in writing and can be submitted at the scoping meeting, by mail, by fax to 213-978-1343, or by email to Jonathan.Chang@lacity.org.

The purpose of the scoping process is to identify public and agency concerns, define the issues that will be examined in the Environmental Impact Report (EIR), and help to identify Project impacts, alternatives, and mitigation measures that can lessen the significant environmental impacts from both temporary construction activities and long-term operation of the proposed Project.

The deadline for submitting preliminary comments is July 11, 2017. All written comments submitted will be considered during preparation of the Draft EIR, which will be available for public review at a later date. The Initial Study is available for review at the Department of City Planning, 200 N. Spring Street, Room 750, Los Angeles, CA 90012 and online at: https://planning.lacity.org/eir/nops/PaseoMarina/InitialStudy.pdf

Tape Here

Attn: Jon Chang
RE: ENV-2016-3343-EIR
Department of City Planning
City of Los Angeles
200 N Spring Street, Room 750
Los Angeles, CA 90012

Public Scoping Meeting

Project Name: Paseo Marina

Case No.: ENV-2016-3343-EIR

Project Location: 13400-13450 Maxella Avenue, 4305-4363 Glencoe Avenue, Los Angeles, CA 90292

Community Planning Area: Palms—Mar Vista—Del Rey

Council District: 11—Honorable Mike Bonin

Due Date for Public Comments: July 18, 2017

ENVIRONMENTAL ISSUES & IMPACTS

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Written Comment Form

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I've or my family have lived here (Md R) since 1970 so I'm witness to the problems I've checked to the left. I'll keep it short: ~~how EIR reports can read~~ I don't know how Md R has developed so much if EIR reports are truthful. As always follow the money. Traffic + sail reports cannot be accurate esp particular - I live in it!
Case ENV-2016-3343-EIR
Project 13400-13450 Magella, 90292
+ 4305-4363 Glencoe - 90292

Becca 13228 Fiji Way 90292

CONTACT INFORMATION (Optional, please print clearly)

Name: _____ Representing Agency or Organization: _____

Address: _____ City/State/Zip: _____

ENVIRONMENTAL ISSUES & IMPACTS

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Written Comment Form

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Please see full written comments, attached/included

CONTACT INFORMATION (Optional, please print clearly)

Name: Denise Petrulis Representing Agency or Organization: _____

Address: 4215 Glencoe Ave #303 City/State/Zip: MDR CA 90292

June 27, 2017

Re: 13450 W Maxella Avenue Zone and Land Use Change Proposal

To Whom It May Concern:

I would like to go on record as saying I am opposed to the zone change and land use change proposal from the current [Q]M1-1 Shopping Center and Surface Parking that exists today to the proposed (T)(Q)C2-2D mixed Use Residential and Retail with 658 proposed apartment units, including all related proposed changes.

I am opposed to this change because current infrastructure (roads and related traffic, utilities) is already insufficient to support the number of residents and related volume of traffic and utility usage in this area. Increasing the number of residents in this small area will likely make this entire area unpassable during peak hours. The geographical area I am particularly concerned with is the area bounded by Washington Blvd on the north, Lincoln Blvd on the west, Alla Blvd on the east, and Culver Blvd on the south. Moreover, many streets in surrounding areas have recently had lane reductions, further exacerbating this problem. Previously completed environmental impact studies do not take these changes (now in effect) into account and need to be included before any further action is taken.

I believe that any proposed plan must adequately address the traffic (car, bicycle, and foot traffic) in this area as well as the utilities and the sufficiency, efficiency, and sustainability of resources for living in and accessing services in this area.

I am also opposed to the proposal of increasing the height allowance for these buildings. That would be out of character and out of scale with the surrounding buildings and homes in the area and I do not believe such a change is in the best interest of the neighborhood.

What I would like to propose instead of this zoning and land use change is that this section of the existing Villa Marina Marketplace stay zoned as-is and that any developer interested in improving this area

1. Conduct relevant and appropriate environmental impact studies taking current, recently completed, and future developments that are already planned/proposed (e.g., road lane reductions, new potential development such as the add-on proposal at Stella) into account.
2. Survey and conduct focus groups with the current local community (business owners, employees, and residents), and listen to the neighborhood council to better understand the concerns and needs of the community.
3. Utilize this information to develop a plan to improve the area based on real data and feedback from the community, rather than solely focusing on financial interests of developers who do not live or work here.
4. Consider improving the last remaining section of the Villa Marina Marketplace shopping center to match the other sections of this shopping center that have been updated. This update is sorely needed as it has been decades since this part of the shopping center has been meaningfully updated. Moreover, having permanent, modern retail spots for lease that match the more modern commercial spaces in the adjacent buildings of the shopping center would likely encourage business owners to rent out the remaining empty spaces in this retail area. This could be a great business opportunity while improving the local economy and community in the area.

Specific questions and concerns about the proposed zoning and land use change include:

- Near-term walking/transit conditions: I currently walk to/from the Marina shopping center approximately 4 – 6 days per week to do my grocery/drugstore shopping, get coffee, and go to the post office/UPS store, among other things.
    - How will the developers/contractors ensure safe walking routes from the surrounding Del Rey neighborhood to the shopping center during demolition and construction? When the renovation was done on the other buildings in this shopping center (north of Maxella

between Glencoe and Del Rey), pedestrians were required to walk in the street (Glencoe Avenue) among speeding cars, as there was no blocked off pedestrian walking area during the renovation, which was extremely dangerous. I would expect that this proposal for a complete demolition and rebuild of the area would take much longer than an update to the exterior of a building and I would hope that the developers would ensure safe, adequate walking areas for pedestrians in the area.
    - If pedestrian walkways are provided, how will this affect the number of lanes of traffic on Maxella and Glencoe? I am guessing that some of the pedestrian ways would encroach on parking and/or traffic lanes in some way. What would this look like?
- Long-term transit/infrastructure conditions: Current infrastructure (roads and related traffic, utilities) is already insufficient to support the number of residents and related volume of traffic and utility usage in this area. Increasing the number of residents in this small area will likely make this entire area unpassable during peak hours. The geographical area I am particularly concerned with is the area bounded by Washington Blvd on the north, Lincoln Blvd on the west, Alla Blvd on the east, and Culver Blvd on the south.
    - What additional traffic studies are planned prior to approval of rezoning? Many roads in the surrounding area have recently had many lanes of traffic removed from them in the name of "safety." I am specifically talking about Venice Blvd (Great Streets initiative), Culver Blvd from the 90 freeway to the ocean, and Vista del Mar. The number of driving lanes on these streets has been reduced by 33% - 50%. Prior to any approval of rezoning, I would expect a brand new, updated traffic study and environmental impact report to be conducted with these new changes included to understand how traffic flows into, through, and around this area. This new information should be one of the pieces of information used in consideration of rezoning. If other streets in the area (Lincoln Blvd? Alla Rd?) are scheduled for similar lane reductions, I would expect the study to account for that reduction as well. Current traffic conditions should also be considered and I would hope that the developers use studies, community surveys, and first-hand experience (e.g., "drive" in the traffic and surrounding areas during rush hour(s) for a period of several weeks to see how this really affects the neighborhood) to better understand the potential impacts.
    - How will such traffic studies and environmental impact reports be used to decide whether to allow for rezoning?
    - What other context (e.g., other recent and proposed developments, such as the existing and proposed development at Stella) will be included in any environmental impact reports?
- Long-term emergency services: With more residents in the area, we will likely need additional emergency and public services (e.g., firefighters, ambulances, street cleaning).
    - What is the increase that will be needed and where is this budget coming from?
    - How will emergency services adequately access these areas if the streets they use to access this area are overwhelmed with traffic?
- Long-term parking: I know of one other change to the zoning regulations to this same shopping center. It is focused on providing adequate parking for the services and stores in the shopping center. They are planning to provide adequate parking for this proposed change, however the proposal did not account for the reduction in parking that this change proposes.
    - How do the two proposals affect one another?
    - How will adequate parking (for cars and bicycles) be provided in this shopping center?
- Quality of Life: I currently enjoy frequenting the stores in the proposed demolition area. I would ask that the developer consider the cultural and social options we will be losing if this change goes through. While I do believe that this section of the shopping center could benefit from some updates, I believe that the best way to serve our community is to improve the retail/service/restaurant options, access, and opportunities, rather than removing this important

shopping center and resource with housing that will be too expensive and insufficient to address the core of our housing crisis in Los Angeles.

  - I go to the Coffee Bean and Tea Leaf on a regular and frequent basis. If this change goes through, I will no longer be able to get my coffee from Danny. As I currently work from home, I rely on these outings to the coffee shop as a key source of community interaction and maintaining my health.
  - I also go to the Barnes and Noble on a monthly basis. This is one of my favorite places to get gifts for my friends when they have a new baby or have a child who graduates from school. The gift of a book or journal is one that inspires creativity and supports education and culture. If this change goes through, I will no longer be able to easily get gifts for children to support their love of learning, growth, and exploration.
  - The other store I frequent is the DSW. I usually shop here for shoes that I need for work. Having a nearby store I can go to without getting into my car is important and helpful for maintaining my lifestyle, especially when my work takes up to 80 hours each week – I don't have a lot of time to go somewhere else. If this change goes through, I will no longer be able to easily fulfill my need for work-related clothing if an unexpected event comes up.

- Character of the neighborhood: My understanding is that the proposal is to build much taller buildings than others in the immediate area. I moved to this area specifically because it was easy to walk around and because it had open space where sunshine and light filled the streets. I used to live in New York City, so I understand how taller buildings block sunshine, light, and take up space, and in turn adversely affect mood, happiness, and health. I intentionally moved to an area where dark streets and overpopulated areas were not crowding the neighborhood so I could improve my health. So far, it has worked. I am able to live in a walkable area with enough light and space to create a healthy environment. I intentionally chose to live within walking distance to a shopping center so I could have healthy, easy access to important services and community. With additional tall buildings that are taller than any other buildings in the immediate area, I fear that that will be compromised. The tall buildings will block out light and create a crowded environment. Additionally, the removal of important services in the shopping center will reduce the ability of residents in this area to access key services. Please understand that this is not merely about buildings or profit; it is about health.

In summary, I am opposed to the proposed zoning and land use changes as it currently reads. I would, however, like to see the developer consider an alternative -

- One that retains the existing zoning and land use plans to maintain the healthy character, appeal, and beauty of the neighborhood
- One that includes and addresses the needs of the community, including residents, business owners, and employees
- One that (potentially) updates the shopping center, completing the beautiful work that was done a few years ago with the rest of the Villa Marina Marketplace, and providing updated, modern spaces for the businesses currently in this area and graciously inviting new businesses into the remaining spaces for lease, because it serves their needs and is a good business opportunity

I am happy to clarify statements and questions if need be. I am looking forward to a full and complete response to these concerns and questions.

Thanks,
Denise Petrulis
Denise.petrulis@gmail.com
310-339-2509

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- [x] Aesthetics
- [ ] Agriculture and Forest Resources
- [x] Air Quality
- [ ] Biological Resources
- [ ] Cultural Resources
- [ ] Geology and Soils ?
- [x] Greenhouse Gas Emissions
- [x] Hazards and Hazardous Materials
- [x] Hydrology/Water Quality
- [x] Land Use and Planning
- [ ] Mineral Resources
- [x] Noise
- [x] Population and Housing
- [ ] Public Services
- [ ] Recreation
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- [x] Utilities/Service Systems

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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

Plans for a large development like Paseo Marina must be studied within the context of recent and proposed developments in the surrounding neighborhoods – not just a few streets. Traffic is becoming really unpleasant at certain times of day and bossy at the best of times.. Adding 1200+ cars to Marina shopping centre will create permanent gridlock at certain major intersections like Glencoe/Mindanao, Mindanao/Lincoln, etc. etc. Already there are plans for a large commercial "campus" at Culver/Alla and more shopping at Pier 44 on Admiralty Way. Public transit and existing roadways are inadequate. City needs to locate ~~trolley~~ rail lines and take other measures to make it easier to get around. Moratorium needed on large-scale further development until these problems are addressed! Will also miss businesses like DSW, Barnes & Noble etc. which will be priced out of this area.

CONTACT INFORMATION (Optional, please print clearly)

Name: ANTONIA RAIKES Representing Agency or Organization: _____

Address: 13080 PACIFIC PROMENADE APT. 312 City/State/Zip: PLAYA VISTA, CA 90094

ENVIRONMENTAL ISSUES & IMPACTS

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Please, the neighborhood does not need any more housing/ condo units. There are many already, between Redwood and Lincoln, and Beach & Maxella.

Traffic because of over population, is already horrendous.

This neighborhood does not need any high rise buildings, over 2 stories high.

A neighborhood retail outlet can be beneficial (without housing) and with non-chain stores, that will serve our neighborhood.

If current businesses have not been doing well, then those can be replaced w/ others that our neighborhood needs.

CONTACT INFORMATION (Optional, please print clearly)

Name: Lisa Ramaci Representing Agency or Organization: _____

Address: 2422 Glencoe Ave. City/State/Zip: Venice CA 90291

ENVIRONMENTAL ISSUES & IMPACTS

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Traffic is already congested (Lincoln + Marella) - entrance to 90E-freeway - building all the planned units will bring in more cars - how will this be addressed? Mitigated? Will there be any services provided to the nearby public?

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CONTACT INFORMATION (Optional, please print clearly)

Name: LUCRETIA ROLETTA Representing Agency or Organization: PRIVATE CITIZEN

Address: 13121 MINDANAO WAY #5 City/State/Zip: MDR. 90292

ENVIRONMENTAL ISSUES & IMPACTS

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Written Comment Form

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My wife and I have lived in the marina since 1967 and have seen it go from a quaint, friendly community where people knew their neighbors and the local merchants, to where every bit of of space is being developed to the maximum allowed by law with no regard for quality of life. It seems to me that this development is being done without any regard to the impact on the infrastructure. We are seeing an increasing load placed on our electrical systems, water supplies, sewage and local roads. We are almost at the point of grid lock now, every time we have a heat wave power transformers blow up and leave whole neighborhoods without power for extended periods of time, and we see daily reports of broken water pipes.

How about fixing, repairing, and or replacing our over taxed, over worked and decrepit infrastructure before you "invite" more and more people to use it?

Additionally what are we supposed to do for the services that will be lost due to the construction of this project? We need our local post office and the loss of the Barnes and Noble and other commercial establishments we greatly impact the quality of life here in the neighborhood.

We are strongly opposed to the Paseo Marina development on Glencoe and Maxella for 658 new apartment units.

CONTACT INFORMATION (Optional, please print clearly)

Name: Mr. & Mrs. W. H. Ross Representing Agency or Organization: Self.

Address: 13080 Mindanao Wy City/State/Zip: Marina Del Rey, CA 90292

ENVIRONMENTAL ISSUES & IMPACTS

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As a condo owner in the area, I do want development that adds restaurants + retail I can walk to but this is way TOO BIG! 658 units ~~[illegible]~~ and 7 stories is too large for the area. My main concern is all the cars that will bring. Where will that traffic go? It will produce gridlock on our already busy roads. Plus, there is not enough parking if you also are putting in retail + restaurants ~~[illegible]~~ I do not support giving this development a height variance — it's too tall for the neighborhood especially when you add the 400+ units going in with other neighborhood developments on Glencoe, Del Rey + Redwood. The city needs more housing, but they need affordable housing, not more $3K/a month luxury apartments.

CONTACT INFORMATION (Optional, please print clearly)

Name: Leslie Ryan Representing Agency or Organization: myself

Address: 4050 Glencoe City/State/Zip: MDR 90292

ENVIRONMENTAL ISSUES & IMPACTS

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Written Comment Form

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Suggest adding the following intersections to the Traffic Study:

(1) Culver + Alla

(2) W. Washington + Redwood

(3) W. Washington + Beethoven

(4) Venice + Walgrove – important commute route to Santa Monica

All of these intersections would be impacted by the proposed project, in addition to those listed.

CONTACT INFORMATION (Optional, please print clearly)

Name: Ravi Sankaran Representing Agency or Organization: Self

Address: 4215 Glencoe Ave. # 216 City/State/Zip: Marina del Rey, CA 90292

ENVIRONMENTAL ISSUES & IMPACTS

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Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

Our streets cannot handle existing traffic. Police, fire + ambulances cannot respond quickly. Air flow will be gravely impacted.

At a minimum, the project should be cut by 50%.

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CONTACT INFORMATION (Optional, please print clearly)

Name: BARBARA SHAPIRO Representing Agency or Organization: _____

Address: 4735 H LA VILLA MARINA City/State/Zip: MARINA DEL REY, CA 90292

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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Written Comment Form

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Being in a neighbor away from the Tourist off the west side of Lincoln. We think to have a normal residential area.

Please DO Keep it so.

Added development will be chaotic & complexity in a quiet neighborhood.

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CONTACT INFORMATION (Optional, please print clearly)

Name: Ro SHAW Representing Agency or Organization: _____

Address: 13078 Mindanao Way City/State/Zip: MDR CA 90292

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- ☐ Aesthetics
- ☐ Agriculture and Forest Resources
- ☑ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Geology and Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards and Hazardous Materials
- ☐ Hydrology/Water Quality
- ☑ Land Use and Planning
- ☐ Mineral Resources
- ☑ Noise
- ☑ Population and Housing
- ☐ Public Services
- ☐ Recreation
- ☑ Traffic/Transportation
- ☐ Tribal Cultural Resources
- ☐ Utilities/Service Systems

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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

Very concern about the traffic situation — DT present, it's already congested. parking will be super problem + traffic + people .. crowds. safety — etc

What solution do the developer and city have in mind?

CONTACT INFORMATION (Optional, please print clearly)

Name: R. Shaw Representing Agency or Organization: Self - Resident

Address: 13078 Mindanao Way # 309 City/State/Zip: MDR. CA 90292

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

- [x] Aesthetics
- [x] Agriculture and Forest Resources
- [x] Air Quality
- [ ] Biological Resources
- [ ] Cultural Resources
- [x] Geology and Soils
- [x] Greenhouse Gas Emissions
- [x] Hazards and Hazardous Materials
- [x] Hydrology/Water Quality
- [x] Land Use and Planning
- [ ] Mineral Resources
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Written Comment Form

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We already have high density apartments and condos in the area. Heavy traffic and and not enough parking space already exists - this building would increase the density and heavy traffic in the area.
I protest it's being built.

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CITY OF LOS ANGELES
JUL 24 2017
MAJOR PROJECTS UNIT

CONTACT INFORMATION (Optional, please print clearly)

Name: RENA SHULTZ Representing Agency or Organization: SELF

Address: 4342 REDWOOD AVE. City/State/Zip: MARINA DEL REY, CA 90292

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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Written Comment Form

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traffic from Lincoln to Glencoe - Fiji, La Villa Marina to Mindanao - Lincoln to Mapella to Glencoe Glencoe to Washington Blvd - Work days & Weekends have waited ~~to Make~~ 3 red lights to make right turn from Villa Marina to Mindanao on weekends - Occupancy for apts Have located on Fiji & Lincoln also Stella on Lincoln & Mapella - Parking spaces for all these extra people Villa Marina, Fiji & Admiral Ave has no parking due to the lawyers going to court, hospital workers, & store workers. We on sand & silt - what will happen to ground under us. We have very little public transportation In case of emergency what is plan to evacuate all the people in cars - Washington Blvd, Glencoe, Culver, Jefferson? This is crazy! They are reducing car lanes for bike lanes How is anyone going anywhere?

CONTACT INFORMATION (Optional, please print clearly)

Name: Heidi Simmons Representing Agency or Organization: _____

Address: 13226 F Admiral AVE City/State/Zip: Marina del Rey, Ca - 90292

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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Written Comment Form

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(1) Neighborhood density
(2) Congestion in the community
(3) less retail results in the need to use auto will increase.
(4) Air quality would be negatively affected by +1200 cars
(5) With more liquor licenses, the character of the neighborhood would change.
(6) The reduction of community services that support the neighborhood, replaced by rentals.

CONTACT INFORMATION (Optional, please print clearly)

Name: Stacy Shassy Representing Agency or Organization: _____

Address: _____ City/State/Zip: MDR, CA 90292

We need your input!

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Tape Here

Attn: Jon Chang
RE: ENV-2016-3343-EIR
Department of City Planning
City of Los Angeles
200 N Spring Street, Room 750
Los Angeles, CA 90012

Public Scoping Meeting

Project Name: Paseo Marina

Case No.: ENV-2016-3343-EIR

Project Location: 13400-13450 Maxella Avenue, 4305-4363 Glencoe Avenue, Los Angeles, CA 90292

Community Planning Area: Palms—Mar Vista—Del Rey

Council District: 11—Honorable Mike Bonin

Due Date for Public Comments: July 18, 2017

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Written Comment Form

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I have never been one to hamper progress, especially as it relates to upgrades to buildings and structures that help bring the Marina and the surrounding area into something more modern and usable. The Paseo Marina super complex is just not something I can get behind. As a 17 year resident of the Marina I cannot imagine an extra 600 units and the traffic and congestion it would cause. I live on La Villa Marina and I already can barely get out of or into my street and every year it seems to get progressively worse. I am one who uses the facilities the Marina has to offer. I go to Equinox, use the the AMC is my theatre of choise, I can't wait for the Trader Joes and love the idea of most of the projects. To think we can add 600+ units to this area and not feel the effect from it is just crazy. Conservatively I imagine we'll have an extra 600 cars making their way to work between 7-9AM and returning via the 90, Lincoln or Washington which are already a nightmare. I agree the complex needs an upgrade but not one of this size. Add some retail, scale it down, make it public friendly but please do not take away our skyline with a 6 story complex.

CONTACT INFORMATION (Optional, please print clearly)

Name: Rob Snodgrass Representing Agency or Organization: _____

Address: 4725 La Villa Marina Unit D City/State/Zip: Marina Del Rey, CA 90292

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Tape Here

Attn: Jon Chang
RE: ENV-2016-3343-EIR
Department of City Planning
City of Los Angeles
200 N Spring Street, Room 750
Los Angeles, CA 90012

Public Scoping Meeting

Project Name: Paseo Marina

Case No.: ENV-2016-3343-EIR

Project Location: 13400-13450 Maxella Avenue, 4305-4363 Glencoe Avenue, Los Angeles, CA 90292

Community Planning Area: Palms—Mar Vista—Del Rey

Council District: 11—Honorable Mike Bonin

Due Date for Public Comments: July 18, 2017

ENVIRONMENTAL ISSUES & IMPACTS

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Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

- Concerned about street parking
- Traffic
- Pollution

CONTACT INFORMATION (Optional, please print clearly)

Name: Ryan Sokolowski Representing Agency or Organization: Cove

Address: _____ City/State/Zip: 90292

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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- [x] Noise
- [x] Population and Housing
- [x] Public Services
- [x] Recreation
- [x] Traffic/Transportation
- [ ] Tribal Cultural Resources
- [x] Utilities/Service Systems

[redacted]

The density is not in keeping with the majority of other buildings in the Marina. Our community cannot support more congestion The closet Post Office will be more than 3 miles away, Not in walking distance. Local Retail stores will be reduced and the need to go places by auto will be increased. Local traffic is the nightmare. The roads not designed for that many cars. Our air quality will be compromised both for people and surrounding vegetation. The area was zoned for Light manufacturing and is not capable of supporting 638 residential units. With more restorants more Liquor Licenses will be requested which will change the character of neighborhood. I moved into this neighborhood in anticipation of my getting older and the wish to be walk to the many services available, the project would reduce those services.

CONTACT INFORMATION (Optional, please print clearly)

Name: A. Solodnik Representing Agency or Organization: Villa Romano

Address: 4745 La Villa Marina B City/State/Zip: M.D.R. Ca. 90292

Note: Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

Jul 14 2017 11:53AM HP Fax

07/14/2017 12:00 No.: R785 L1

ENVIRONMENTAL ISSUES & IMPACTS

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Written Comment Form

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One of the key concerns that my wife and I have is increased traffic. The traffic in the Marina has been increasing since we became residents in 2002. Over the last several years, we have seen an acceleration in the increase in traffic. One street that has been particularly impacted is Mindanao Way between Lincoln Blvd and Glencoe. This stretch of road is short but highly traveled. It serves as an on-ramp and off-ramp to the 90 Freeway. It is also a primary access point to a shopping center. At peek traffic times, this road is almost impassable. We believe that the proposed addition of a mixed use development that contains 658 multifamily units will worsen an already difficult traffic problem.

CONTACT INFORMATION (Optional, please print clearly)

Name: Irwin Stalk Representing Agency or Organization: _____

Address: 13233 Fiji Way B City/State/Zip: Marina del Rey, CA 90292

We need your input!

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Tape Here

Attn: Jon Chang
RE: ENV-2016-3343-EIR
Department of City Planning
City of Los Angeles
200 N Spring Street, Room 750
Los Angeles, CA 90012

Public Scoping Meeting

Project Name: Paseo Marina

Case No.: ENV-2016-3343-EIR

Project Location: 13400-13450 Maxella Avenue, 4305-4363 Glencoe Avenue, Los Angeles, CA 90292

Community Planning Area: Palms—Mar Vista—Del Rey

Council District: 11—Honorable Mike Bonin

Due Date for Public Comments: July 18, 2017

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Written Comment Form

July 14, 2017

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

① I PURCHASED MY CONDO 8.5 years ago. I specifically chose this neighborhood as I ANTICIPATED GETTING OLDER AND NOT BEING ABLE TO DRIVE, SPECIFICALLY FOR THE CONVENIENCE OF THE SHOPS, BANKS, THEATRES & RESTAURANTS. DUE TO THE INCREASE IN DENSITY, IT IS UNSAFE TO CROSS STREETS AND IMPOSSIBLE TO EXIT MY ~~own~~ STREET AS THE TRAFFIC IS ALWAYS HEAVY NO MATTER THE TIME OF DAY.

② THE POST OFFICE WILL NO LONGER BE AVAILABLE.

③ OUR AIR QUALITY WILL BE GREATLY REDUCED.

④ ALMOST A WEEK GOES BY WITHOUT HAVING THE ELECTRICITY NOT WORKING. THIS AREA CAN'T SUPPLY THE CURRENT RESIDENTS WITH CONTINUING POWER — 658 ADDITIONAL UNITS WOULD PRESENT RULING BLACKOUTS.

⑤ THE CHARACTER & CULTURE OF THE AREA I PAID DEARLY FOR WILL NOT EXIST WITH THIS ADDITIONAL POPULATION.

CONTACT INFORMATION (Optional, please print clearly)

Name: BETTY-ANN STEMPEL Representing Agency or Organization: VILLA MARINA HOMEOWNERS

Address: 13211 ADMIRAL AVE. UNIT B City/State/Zip: MARINA DEL REY, CA 90292

ENVIRONMENTAL ISSUES & IMPACTS

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RECEIVED
CITY OF LOS ANGELES
JUL 14 2017
MAJOR PROJECTS UNIT

- OUR CONCERNS INCLUDE:

1) INCREASED TRAFFIC CONGESTION WILL BE SEVERE

2) INCREASED AIR POLLUTION AND OTHER ENVIRONMENTAL IMPACTS

3) COMBINED WITH HUGE APARTMENT DEVELOPMENTS IN THE MARINA, PUBLIC SERVICES (FIRE, POLICE, ABULANCES) WILL BE SEVERELY IMPACTED

4) LOSS OF SERVICES SUCH AS POST OFFICE

5) LOSS OF LOCALLY-OWNED, SMALL BUSINESSES, ESPECIALLY SMALL RESTAURANTS + STORES

6) UNSAFE CONDITIONS FOR WALKING + BIKING BECAUSE OF INCREASED TRAFFIC CONGESTION

7) UNSIGHTLY AESTHETICS OF 7. STORY, DENSE HOUSING UNITS WITHOUT ANY BENEFITS

CONTACT INFORMATION (Optional, please print clearly)

Name: N.G. STEVENS + D.L. MILLER Representing Agency or Organization: SELF

Address: 13078 MINDANAO WAY City/State/Zip: MARINA DEL REY, CA 90292

ENVIRONMENTAL ISSUES & IMPACTS

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More People
More Traffic
More Noise
More Building
More Emissions

Less Space
Less air quality
Less Public Service
Less Room to Play

Now if you had your choice, which list looks for you! NEITHER.
You are bringing ruin to a very fragile community. Just for Money

SHAME ON YOU

RECEIVED
CITY OF LOS ANGELES
JUL 14 2..
MAJOR PROJECTS UNIT

CONTACT INFORMATION (Optional, please print clearly)

Name: Florence Sugarman

Addres 13082 Mindanao Way Apt 7
Marina Dl Rey, CA 90292-7656

epresenting Agency or Organization: _____

_____City/State/Zip: _____

Note: Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

ENVIRONMENTAL ISSUES & IMPACTS

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Written Comment Form

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YOU ARE RUINING THE MARINA

JUST TO LINE YOUR POCKETS.

THE TRAFFIC IS TERRIBLE

NOW!!

RECEIVED
CITY OF LOS ANGELES
JUL 14 2017
MAJOR PROJECTS UNIT

CONTACT INFORMATION (Optional, please print clearly)

Name: Florence H. Sugarman

Address: Apt. 7, 13082 Mindanao Way, Marina Del Rey, CA 90292-7656

Agency or Organization: _____

City/State/Zip: _____

Jonathan Chang <jonathan.chang@lacity.org>

marina del rey residential project

Christina Truong <christinamtruong@gmail.com> Mon, Jul 17, 2017 at 1:56 PM
To: Jonathan.Chang@lacity.org

Please don't put in a 658 unit residential complex into MDR.
Christina T

EIR comment form Paseo Marina.pdf
264K

ENVIRONMENTAL ISSUES & IMPACTS

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Traffic in the surrounding area has been an issue. Getting on the 90 in the am and getting off the 90 in the pm gets congested. Turning left onto glencoe from mindanao or into the shopping center is a disaster already. I try to avoid having to do it because it takes so long. The traffic coming out of the ralphs on mindanao is a mess as well. The parking lot gets a traffic jam trying to exit.

We definitely don't need an influx of that many units and residents. This will infuriate more residents and more drivers. There are enough people in the area as is.

CONTACT INFORMATION (Optional, please print clearly)

Name: Christina T Representing Agency or Organization: _____

Address: La Villa Marina City/State/Zip: Marina Del Rey, CA 90292

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Department of City Planning
City of Los Angeles
200 N Spring Street, Room 750
Los Angeles, CA 90012

Public Scoping Meeting

Project Name: Paseo Marina

Case No.: ENV-2016-3343-EIR

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Community Planning Area: Palms—Mar Vista—Del Rey

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ENVIRONMENTAL ISSUES & IMPACTS

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Re: Paseo Marina, Case No ENV-2016-3343-EIR

Obvious concerns: overpopulation; increased density; increased traffic on streets not originally built to handle the increased traffic

Other important concerns: INFRASTRUCTURE - we've had lots of power outages lately & DWP tells us that the infrastructure put in back in ~1972 (early 70's) is not equipped to handle the load that has been added due to all the new building on Maxella, Redwood, & Glencoe avenues. The system can't handle all the additional TV's, AC's, appliances and all the other electronics that are in our homes. Along this same line, I am concerned about gas lines, water lines, sewage lines etc. - everything that is part of infrastructure. Another concern is emergency services - delay in police or fire response due to increased traffic as well as increased density of population. ~~Height~~ Just the height - 7 stories is just too tall & will not aesthetically fit in across Glencoe from our townhomes. Also, parking on street is already a problem which will be made worse

CONTACT INFORMATION (Optional, please print clearly)

Name: Karen Trust Representing Agency or Organization: _____

Address: 13326 Maxella Ave #7 City/State/Zip: Marina Del Rey CA 90292

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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

Note: Any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.

Written Comment Form

Use the space below to comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts.

The density is not in keeping with a majority of Other Building height in the Marina

our community cannot support more congestion

CONTACT INFORMATION (Optional, please print clearly)

Name: Anna Vaughn Representing Agency or Organization: Villa Marina Villa Tourbon

Address: 4766 La Villa Marina unit H. City/State/Zip: Marina Del Rey CA 90292

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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Written Comment Form

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SEE MY COMMENTS ATTACHED.

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CONTACT INFORMATION (Optional, please print clearly)

Name: Roslyn E. WALKER Representing Agency or Organization: myself as a Federal, State, County and City taxpayer, with lungs!

Address: 13600 Marina Pointe Dr. #1410 City/State/Zip: Marina del Rey, Calif. 90292

Roslyn E. WALKER
13600 Marina Pointe Drive
#1406
Marina del Rey, Calif. 90292
Roz4en@MAC.com
Phone: (310) 301-9196

RE : Project Name: Paseo Marina
Case No.: ENV-2016-3343-EIR
Project Location: 13400-13450 Maxella Ave, 4305-4363 Glencoe Ave., L.A. 90292
Council District: 11
Due Date For Public Comments: July 18, 2017

You ask for "Comment on areas of concern regarding the scope and content of the Draft EIR, and offer potential alternatives and/or measures to avoid or reduce environmental impacts."

IN A NUTSHELL: STOP.

Having lived the last 55 years in Los Angeles, a place I dearly love, and watched "them" build, mismanage the growth of the County and City of Los Angles, and now destroy our Marina by building the city out and over the waters of Marina del Rey; having gone year after year to State, Country, and City of Los Angeles meetings regarding said "growth" plans, here are my PUBLIC COMMENTS regarding the subject project:

DON'T WASTE MY TIME.
DON'T WASTE TAXPAYER DOLLARS ON ALL THAT GOES INTO DESTROYING LOS ANGELES.

I'VE SEEN ENOUGH ENVIRONMENTAL IMPACT REPORTS TO FILL THE ENTIRE 71-STORY NEWLY OPENED DOWNTOWN SKYSCRAPER (good luck when there is an earthquake).

STOP. STOP. STOP. LOOK AND LISTEN.

The ONLY alternative to avoid or reduce environmental impacts IS TO STOP BUILDING. STOP BUILDING NOW.

AND DON'T START AGAIN UNTIL YOU FIGURE OUT HOW TO GET PEOPLE FROM THE RESIDENTIAL AND COMMERCIAL BUILDING YOU ARE ADDICTED TO BUILDING TO WHEREVER THEY NEED TO GO A-N-D HOW TO GET THE EMERGENCY VEHICLES ANYWHERE (EVEN RIGHT NOW).

I close with a quote from an article you should read on Page 10, of The Argonaut," July 6, 2017, "Road Diet Disaster," by John Russo, Jordanna Thigpen and Brooke Eaton because it applies everywhere, and certainly affects immediately the people in the area you are now about to scrunch more congestion into.

"We are the people who live with the increased congestion, increased pollution and longer commute times to and from work every day. It is our voices you refuse to acknowledge."

I have NO HOPE that anyone will fully read this, let alone get it.

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Written Comment Form

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I strongly oppose the project. Traffic in the area is already overly congested. Current projects on Glencoe and Redwood will make it even worse. Lincoln and Washington are grossly overburdened. The intersection is one of the worst in L.A. The proposed development does not address how to accommodate more traffic. Additionally the plan does not provide adequate parking and the overflow will harm the adjacent neighborhood.

The project will also cause rents in surrounding areas to increase because of the higher costs of rent in the project

CONTACT INFORMATION (Optional, please print clearly)

Name: Bruce Warren Representing Agency or Organization: self

Address: 12919 Gilmore Ave City/State/Zip: LA, CA 90066

ENVIRONMENTAL ISSUES & IMPACTS

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This will be a blow to the neighborhood. We would lose many valuable businesses that we have come to rely on. However, the biggest impact would be an over population of an already dense area that has traffic problems. The environment cannot sustain this development. It is too large and the projected construction would have an extreme adverse affect on all who live here. What can we do to stop this? It is too much for the area.

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CONTACT INFORMATION (Optional, please print clearly)

Name: Alice West Representing Agency or Organization: _____

Address: 13080 Mindanao Way #C City/State/Zip: Marina del Rey

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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Traffic Traffic Traffic !!
Exactly what is the city and developer doing to increase and expand area streets to accomodate for the immense traffic increase that will follow this development? Nothing, I'm gathering. Lincoln Blvd and Glencoe Ave through MdR and Venice is already at a stand still. This is a gross dereliction of city planning and another example of the city and developers profiting at the expense of residents. I am on the HOA board of a condo right next door to this and I will be sure all our owners know who our local representative is (I think its that hack Bonin) and who we should be voting out of office. Shame on you!

CONTACT INFORMATION (Optional, please print clearly)

Name George Winters Representing Agency or Organization: West End HOA Board

Address: 425 Glencoe Ave #315 City/State/Zip: MdR, CA 90292

ENVIRONMENTAL ISSUES & IMPACTS

What key issues or potential impacts of concern should be analyzed in the Environmental Impact Report?

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Written Comment Form

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ABUNDANT HOUSING LA IS STRONGLY IN SUPPORT OF THE PASEO MARINA DEVELOPMENT BECAUSE A LARGE HOUSING PROJECT WITH 66 AFFORDABLE UNITS IS EXACTLY WHAT IS NEEDED TO REDUCE HOUSING COSTS IN THE AREA. LA IS FACING A SEVERE HOUSING CRISIS AND THE CITY MUST DO EVERYTHING POSSIBLE TO GET HOUSING BUILT AS SOON AS POSSIBLE. BUILDING HOUSING NEAR JOBS AND SHOPPING HELPS TRAFFIC BECAUSE PEOPLE WILL NOT BE FORCED TO LIVE OUTSIDE OF THE AREA AND COMMUTE BY CAR. DENSE HOUSING DEVELOPMENTS LIKE THIS, ESPECIALLY WITH AFFORDABLE HOUSING, ARE GOOD FOR FAMILIES, TRAFFIC, AND THE ENVIRONMENT. ACCORDING TO THE LEGISLATIVE ANALYST'S OFFICE, EVEN MARKET RATE HOUSING UNITS MAKE HOUSING IN THE AREA MORE AFFORDABLE.

CONTACT INFORMATION (Optional, please print clearly)

Name: LEONORA YETTER Representing Agency or Organization: ABUNDANT HOUSING LA

Address: 1013 16TH ST. UNIT 102 City/State/Zip: SANTA MONICA, CA 90403

ENVIRONMENTAL ISSUES & IMPACTS

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I feel like this current space is under utilized & would love to see it revived the way that the mixed housing/retail spaces of Playa Vista has brought new restaurants, parks & events to the area. I am concerned about traffic on Lincoln & would love to see more solutions to help alleviate that. It would be great to see more green spaces, parks & trails made easily available to neighboring residents that are well maintained. So many green spaces in the area feel dilapidated & need monitoring.

CONTACT INFORMATION (Optional, please print clearly)

Name: Jessica Yu Representing Agency or Organization: _____

Address: 11876 Port Rd City/State/Zip: 90230

CITY OF LOS ANGELES
PUBLIC SCOPING MEETING—PASEO MARINA
JUNE 27, 2017

Please include your mailing address if you wish to receive notice of publication of the Draft and Final EIR.

Name	Organization (if any)	Address	City, ZIP Code	E-Mail
GEORGE SCHNEPF Please print		13700 MARINA POINTE DR #1818	LA 90292	george.schnepf@gmail.com
THERESA SCHNEPF Please print		"	"	"
BOBBIE VOLMAN Please print		13700 Marina Pointe Dr #609	90292	
STEVE STRAUGHAN Please print		414 GLENCOE AVE #412 MDR	90292	STEVES@KAADESIGNGROUP.COM
Please print				
Please print				
Please print				
Please print				
Please print				
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Please print				

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Name	Organization (if any)	Address	City, ZIP Code	E-Mail
George Winters Please print	Homeowners Assoc Boardmember of	WestEndCondo's 4215 Glencoe Ave, #313	MdR, CA 90292	autosearch9@yahoo.com
Anik CHARRON Please print	self	13336 MAXELLA AE #6 MDR CA. 90292	→	anikc88@hotmail.com
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Richard Rolette Please print		13121 Mindanao Way #5 MDR, C.	90292	LULU 8243@AOL.COM
Elizabeth Belser Please print	Self (Culver west)	4166 McConnell Blvd LA CA 90066	90066	elizabethbelser@hotmail.com
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Ravi Sankaran Please print	Self	4215 Glencoe Ave #216 Marina del Rey, CA	90292	RaviSankaran2003@yahoo.com
Lisa Ramaci Please print	Self	2422 Glencoe Ave Venice, CA 90291	90291	Lramaci@yahoo.com

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Name	Organization (if any)	Address	City, ZIP Code	E-Mail
Carol Lagani Please print		505 Inglewood Cir.	C.C.	
ELIZABETH A. POLLOCK Please print	DELREY RESIDENTS ASSN			president@delreyhomes.org
BARTON SIDLES Please print	neighbor.	4211 Redwood Ave.	CA 90066.	
Rachel Panush Please print	live/work/bike/walk	4230 michael Ave	90066	rachelpanush@gmail.com
Marcia Hanscom Please print		322 Culver Blvd #317	Playa del Rey 90293	wetlandact@earthlink.net
Kathy Wolf Please print		13340 Maxella #2	MDR 90292	wolfenougi@msn.com
G. STEVENS Please print	(NEIGHBOR)	13078 MINDANAO WAY #214	MDR 90292	GAYES@MAC.COM
D MILLER Please print	neighbor	13078 Mindanao Way #214	MDR 90292	
STEFANIE LANDSMAN Please print	" "	4215 GLENCOE AV UNIT 425	MDR 90292	
BETTY-ANN STEMPEL Please print	NEIGHBOR	13211 ADMIRAL AVE UNIT 8	MDR 90292	@roadrunner.com hoelandscapes
FUJIKO YAMASHITA Please print		13600 Marina Pke Dr.	MDR 90292	
CAROL KIRSCHENBAUM Please print	"	13600 MARINA POINTE DR #608	" "	ckirschenbaum@gmail.com

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Name	Organization (if any)	Address	City, ZIP Code	E-Mail
RICHARD HARMEL Please print		4754-B LA VILLA MARINA	MDR 90292	rharmel@mac.com
Robert Godfrey Please print		13082 Mindanao Way	" "	bobunrod@aol
Leslie Ryan Please print		4050 Glencoe Ave. 212 MDR, 90292	" "	lryan19@hotmail.com
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Leona Sperling Please print		13082 Mindanao	MDR	Sperling5@yahoo.com
Suzanne Levy Please print		13206 FIJI WAY Unit G	MDR 90292	suzannelevy1@yahoo.com
Geo & Sue Young Please print		4310 Glencoe Ave #8	90292	georgeyoung@internetlink.com
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Ellie Bertwell Please print		4045 Lyceum Ave. LA 90066	90066	ellie.pac@gmail.com

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Bruce Warren Please print		12919 Gilmore Ave.	LA 90066	bmw@sendLGM.com
ARIC KADOSH Please print		13700 MARINA POINTE DR	LA 90292	ARIC100@GMAIL.COM.
Asher Meyers Please print		7000 earldom Playa del Rey 90293	Playa del Rey 90293	asm39@cornell.edu
Carol/Peter Greenhalgh Please print		124 Privateer Mall	Marina del Rey 90292	
LEONID KOBRINSKY Please print		13326 MARIELLA AVE #3	MDR, 90292	KOB.LEO@GMAIL.COM
Wendy Berrier Please print		4310 Glencoe #6	MDR 90292	
CHRIS BEYER Please print		" "	" "	
BETTY CHATFIELD Please print		5705 INGLEWOOD BL #104	CULVER CITY	b.CHATFIELD2@GMail.com
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Reid Wallin Please print		4341 Chase Ave ~~Los Angeles~~	LA 90066	absharp@ca.rr.com

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Joy Kondo Please print		13650 Marina Pt. Dr. MDR	MDR 90292	
Ryan Solodash Please print		13650 MPD Mr	90292	
BILL MARTIN Please print		13650 MPD	MDR 90292	BILLM22949@AOL.COM
Austin Cyr Please print	Abundant Housing	4631 S Slauson Ave	90230	AustinCyr427@gmail.com
SHEILA TURNEY Please print	Del Rey Residents Association	12650 Milton St. LA 9	LA 90066	sturney50@icloud.com
JOAN Bolduc Please print	—	4080 Glencoe Ave #424	MDR 90292	
marie kelzer Please print		4080 Glencoe Ave #424	MDR 90292	kelzerm@yahoo.com
Rika van Dam Please print		4254-B La Villa Marina ~~Marina del~~	MDR 90292	rikavandam@msn.com
STEVE ERWIN Please print	MDR Resident	13650 Marina Pointe DR Unit 1402	MDR 90292	sperwin98@gmail.com
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CITY OF LOS ANGELES
PUBLIC SCOPING MEETING—PASEO MARINA
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Name	Organization (if any)	Address	City, ZIP Code	E-Mail
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Rochelle Herzog Please print	Villa Villetri HOA	4333 Redwood Ave #8 MDR	90292	herzog294@gmail.com
DOUG HOERLE Please print	VILLA ANTIBES	13210 ADMIRAL AVE. F 13078	90292	DRHOERLE@CA.RR.COM
Susan Silver Please print	Villa Marina East	~~13780~~ Mindanao #213	90292	84silver@yahoo.com
~~Lo~~ Frank + Lois Ellen Racanelli Please print	Retired	13078 Mindanao #306	90292	Pass
Denise Petrulis Please print	self	4215 Glencoe Ave #303 MDR CA 90292	90292	denise.petrulis@gmail.com
Tana RAIKES Please print	Self	13080 Pacific Promenade #312 Playa Vista, 90094	90094	tnrgeorge1@aol.com
LINDA PULLMAN Please print		13605 Marina Pointe Dr #520	90292	—
Randy GRANT Please print	Retired	4177 McConnell Bl. L.A. - CA 90066	90066	randygrant@aol.com
Dennis BLUM Please print	Retired	12704 Mitchell LA	90066	
JOHN BLANCHARD Please print	AZZURRA	13700 MARINA PT. DR. #805 MDR, CA 90292	90292	JTB@JTBLAN.COM
Sandy Lin Please print	self	8238 W. Manchester Ave #305 PDR, CA 90293	90293	[illegible]

CITY OF LOS ANGELES
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Name	Organization (if any)	Address	City, ZIP Code	E-Mail
Nina and Tony Borwick Please print		13600 Marina Pointe Drive	MDR 90292	golda2000@gmail.com
Jill Parry Please print			Playa del Rey 90293	Jparryprops@gmail.com
Diane Fecho Please print		4351 Redwood # 3	MDR, Ca	dianefecho@aol.com
Kenneth Klein Please print		Villa Vellutini	MDR	
Helen Coyne-Hoerle Please print		13210 Admiral Ave, Unit F	MDR 90292	COYNE-HOERLE@CARR.COM
PAT ALLINSON Please print	SELF	La Villa Marina	90292	DRNC@patallinson.com
DONNA MONCRIEF Please print		13082 Mindanao Way #2	90292	donnamoncrief@gmail.com
[redacted] Please print				
HILLARD GORDON Please print		13082 MINDANAO WAY #29	90292	SIDCORP96@AOL.COM
ASHLEE MEHLE Please print		La Villa Marina	90292	ashleemehle@gmail.com
KYM WENBORG Please print		4050 Glencoe #417 MDR CA 90292		KYM.WENBORG@gmail.com
Fara Pasarell Please print		13700 Marina Pointe Dr. #729	90292	

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JAY BRADFORD Please print	CREED LA	501 SHATTO PL LA CA		J.BRADFORD@creedLA.com
BOBETTE VIKAN Please print		12937 WALSH AVE	L.A. 90066	BVIKAN@VERIZON.NET
Dan + Ellen Geller Please print		13082 Mindanao Way #46	MdR 90292	elfgeller@yahoo.com
Gene Pomerantz Please print	neighbor	13082 Mindanao Way #	MDR 90292	Genepom54@hotmail.com
MELISSA SWEENEY Please print	—	1523 CENTINELA	SM 90404	M.SWEENEY@EUMENIDESCONSULTING.COM
SEAN OKA Please print	———	1266 ADMIRAL AVE LA 90066 →		secondoftwo2002@yahoo.com
Peter MARK Please print		6200 Vista del Mar #207	LA 90293	petermarkopera@gmail.com
Susan + [redacted] Mike Bacon Please print		4338 Redwood Ave. #103	MDR 90292	susanmbacon@gmail.com
LEE HOFFMAN Please print		4346 REDWOOD AVE #A 108	MDR 90292	
RO STROW Please print		13078 MINDANAO WAY #304	MDR 90292	Shawnrod@Gmail
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Name	Organization (if any)	Address	City, ZIP Code	E-Mail
CLIFFORD STEIN Please print		12937 PANAMA ST	LA 90066	
Michael Lewis Please print		4357 Redwood Ave	Marina del Rey 90292	
SHIRLEY MILLER Please print		13082 MINDANAO WAY #41	MDR 90292	
VIVIAN ROSS Please print		13082 Mindanao Way #42	M.D.R. 90293	
Steve Hyman Please print		4000 Pacific Ave. APT 302	Marina Del Rey 90292	
Raphaelle Thornton Please print		13606 BORA BORA Way #391	MDR CA 90292	
A.C. Bord Please print		4330 Glencoe Ave #1 MdR	MdR 90292	
Pamela Bennett Please print		4325 Glencoe Ave C5 MdR	MdR 90292	PamelaGale@sbcglobal.net
Susan Benjamin Please print		4080 Glencoe Unit 420 MDR, CA 90292		SFBenjamin@mac.com
RICHARD LEWINTER Please print		13082 MINDANAO WAY #24 M.D.R. CA 90292	M.DR 90292	RICHARDLEWINTER@ATT.NET
ROZ WALKER Please print		13600 MARINA Pointe DR #1406	MDR 90292	roz hen@MAC.COM
Pearl Lucio Please print				filmpearl@yahoo.com