CALIFORNIA COASTAL COMMISSION
South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071

F10b

Click here to goto Addendum #1

Click here to go to original staff report

ADDENDUM

Date: June 12, 2014

To: COMMISSIONERS & INTERESTED PERSONS

From: JOHN AINSWORTH, SENIOR DEPUTY DIRECTOR
SOUTH COAST DISTRICT STAFF

Subject: Second Addendum; Commission Hearing of June 13, 2014, Item F10b of Commission Agenda, Coastal Development Permit No. 5-13-1292 (Los Angeles County Department of Public Works), Oxford Basin, Marina del Rey, Los Angeles County.

Attached please find letters in support of the project from David Levine, President of the Marina del Rey Lessees Association; and Challis Macpherson. Please also find letters in opposition from Todd T. Cardiff, Esq., representing Douglas Fay; John Davis, representing the Angeles Chapter, Airport Marina Regional Group of the Sierra Club; and Walter Lamb.

Marina del Rey
Lessees Association

C/o Mr. Timothy C. Riley, Executive Director
8537 Wakefield Avenue
Panorama City, CA 91402
Telephone: 818-891-0495; FAX: 818-891-1056

June 9, 2014

Dr. Charles Lester, Executive Director
California Coastal Commission
45 Fremont Street
San Francisco, CA 94105-2219

RE: Oxford Retention Basin Multiuse Enhancement Project
Agenda Item #F10b, Friday, June 13, 2014

Dear Dr. Lester:

The Marina del Rey Lessees Association supports the approval of the Oxford Retention Basin Multiuse Enhancement Project scheduled for the California Coastal Commission meeting on June 13, 2014.

The Oxford Basin project proposes to improve flood protection and water quality, while enhancing recreational opportunities and habitat at a key facility within the Marina. At present, the Oxford Basin is not visually appealing for residents or visitors. The proposed project is designed to enhance the aesthetic appeal of the Marina and to become a destination for visitors and residents to recreate and commune with nature.

Recreational opportunities will be provided with a 2/3-mile long nature loop with new walkways that promote outdoor activities and pedestrian connectivity in the Marina. Six observation areas will provide locations to watch wildlife and learn about local plants and animals. Interpretative and wayfinding signage will enhance visitors' experience and draw in passersby to enjoy the basin.

Over a period of several years, the Department of Public Works conducted significant community outreach to develop a project that brings multiple benefits to the community while still fulfilling the basin's primary objective of flood control protection.

The Association believes that the County of Los Angeles has achieved the proper balance of providing improved flood control protection and proposing numerous aesthetic and recreational improvements to make Oxford Basin an attractive visitor-serving asset to Marina del Rey.

We urge the California Coastal Commission to approve this project for the benefit of our community.

Sincerely,

David O. Levine

David O. Levine
President

cc: John Ainsworth, Senior Deputy Director, South Central Coastal District Office
Joshua Svensson, Los Angeles County Department of Public Works
Reyno Soriano, Los Angeles County Department of Public Works

From:	challis macpherson
To:	Padilla, Al@Coastal; Stone, Matt@Coastal; Posner, Chuck@Coastal
Cc:	Lester, Charles@Coastal; Ainsworth, John@Coastal
Subject:	Oxford Flood Retention Basin - on Friday"s agenda
Date:	Wednesday, June 11, 2014 4:45:50 PM

Dear California Coastal Commission Staff:

The Oxford Retention Basin is primarily a flood control basin – it is secondarily a bird conservation area. Without this Flood Control Basin, my house and several dozen others would be flooded about every 10 years. How do I know this? because my house and a dozen or so others WERE flooded every 10 years (that we have lived in this house) before the pump went in and the flap gates were improved. Water came up to my door step three times in 30 years. Oh BTW, the house down the street that Douglas Fay grew up is one of the houses that were flooded – does he not remember that? I live in the immediate area of "Lake Oxford" (that is what we called area at intersection of Howard and Oxford that flooded) and would appreciate an increase in the capacity of the flood control basin.

I looked over the LA County plans for the FLOOD RETENTION BASIN and they are just fine. We have been promised dredging for last 14 years. Finally happening. We need more area in that FLOOD RETENION BASIN to hold rain water. Don't interfere with dredging plans.

Another thing to address is "bird conservation" area. Only since 1963. This was a Black Crowned Night Huron area for decades – they roosted in the trees and fished in the basin. Unfortunately for the Hurons, their call sounds like a stake being pulled out of thick mud. Human neighbors living next to basin didn't like that and installed hyper-frequency sound blasting to discourage the Hurons from their rookeries. It did. Egrets, cormorants and just plain ducks now dine in that basin. It is currently filled with toxic stuff drained from flood control basins. Not nice to do that to birds. Plans are to get rid of toxic debris – don't interfere.

At one time the basin was the private domain (about 3 years) of some do-gooders that convinced the county that birds and animals needed their tender care. Birds and rabbits as well as other animals were dumped there – especially from citizens that found out that cute, cuddly creatures grew up into not that nice or cute creatures. Rabbits bred (sur-prise), creatures proliferated and the place started smelling. Rabbits burrowed into sides of basin which compromised stability of basin edges. Water basin became full of feces. This was especially unpleasant to us downwind of the place. My family was one. I organized other households similarly downwind and we got the place closed to indiscriminate animal dumping and the do-gooders were kicked out.

Final note – we in the area have been promised for years (decades…) that the Oxford Flood Retention Basin would be cleaned up and dredged out. Current County plans are as close as we have gotten yet – don't interfere.

Sincerely, Challis Macpherson
Oxford Triangle resident since 1973

310-822-1729

TODD T. CARDIFF, Esq.
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June 6, 2014 **Delivered via email and first class mail**

California Coastal Commission
C/O John (Jack) Ainsworth
Senior Deputy Director
200 Oceangate, 10th Floor
Long Beach, CA 90802-4416

FRI Item 10b
June 13, 2014

RE: Opposition to Oxford Lagoon Project
Application No. 5-13-1292

Honorable Coastal Commissioners:

This office represents Douglas Fay. Mr. Fay is the son of one of the original Coastal Commissioners, Dr. Rimmon C. Fay. Dr. Rimmon Fay successfully lobbied to have the Oxford Lagoon Basin officially dedicated as a bird sanctuary in 1963. (Exhibits 1 & 2.) The current project should reflect the original vision of Dr. Fay by favoring bird habitat over recreation.

As a preliminary matter, Mr. Fay respectfully requests a 30 day continuance of the hearing to allow for careful review of the Staff Report and prepare more detailed comments. The staff report was posted on the Coastal Commission's website at 4:30 p.m. on Friday May 30, 2014. We believe that a short continuance is necessary to allow more informed public participation on the project, and to allow for Coastal Staff to prepare responses to the significant environmental issues raised below. (Pub. Res. Code § 21080.5(D).)

Further, as we will discuss below, the authorizing statute for the construction of Marina Del Rey required the construction of the Oxford Basin to mitigate the habitat loss caused by the dredging of historic wetlands. Properly identifying the primary purpose of the Oxford Lagoon as habitat mitigation for bird conservation, as opposed to flood control, should alter the Commission's analysis of the project and ensure that habitat values are truly enhanced and mitigated to the extent feasible.

A. The Primary Purpose of the Oxford Lagoon was to Mitigate the Impacts to Bird Life Caused by the Construction of Marina Del Rey.

The Staff Report repeatedly states that the primary purpose of the project is for flood control. Thus, any benefits in enhancing habitat values must give way to enhancing the project for flood control purposes. Such interpretation of

the underlying purpose of the Oxford Lagoon is misplaced in light of how the refuge was created.

While admittedly, the County Board of Supervisors "action" dedicating the Oxford Lagoon a "bird sanctuary" states that the dedication will not conflict with its purpose as a flood control process, the Federal Authorization funding and approving the creation of Marina Del Rey specified the construction of a "bird refuge simultaneously with the harbor." (House Doc. # 389, ¶ 49, at p. 32 (Exh. 3).)[1] The purpose of the bird refuge was to mitigate the loss of marshland eliminated by the construction of the harbor. (HD 389, ¶ 39, at p. 31.) Thus, while the dedication of the Oxford Lagoon as a Wildlife Sanctuary found that such dedication was not inconsistent with its purpose as a flood control basin, the Federal matching funds for Marina Del Rey intended the Oxford Lagoon to primarily act as bird refuge for mitigation purposes.[2]

There has been some argument from the County that the bird refuge discussed in HD 389 was the Ballona Wetlands, not the Oxford Lagoon. Such argument is based on the fact that the authorizing language described a bird refuge "800 feet wide and 2,500 feet long adjacent to the flood control channel..." (HD 389, ¶ 49, at 31.) However, the timing of construction of both Marina Del Rey and the dedication of the Oxford Lagoon, demonstrates that the bird refuge discussed in House Document 389.

First, the Ballona Wetlands was in private ownership in 1954, and was not dedicated as a wildlife refuge until 2003. The Ballona Wetlands really came into public ownership with the State's purchase of 192 acres and the donation of an additional 291 acres in 2003. No wildlife refuge was constructed at the Ballona Wetlands in conjunction with the construction of Marina Del Rey. There is no evidence that an 800' x 2500' bird refuge was constructed or dedicated at the Ballona Wetlands in the previous 50 years.

In contrast, the Oxford Lagoon "bird sanctuary" was officially approved in 1963, which corresponds with the construction of Marina Del Rey. (Exhibit 2.) Thus, while the Oxford Lagoon may have served a dual purpose (bird refuge/flood control), the primary purpose was to mitigate the loss of marshland habitat during the construction of Marina Del Rey. (Exhibit 3.)

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[1] Selected excerpts only.

[2] The budgetary legislation for the project is set forth in Volume 68, Public Law 780 at p. 1252 (83rd Cong., 1954). Such document can be submitted upon request.

B. The Project Improperly Favors Flood Control and Recreation Over Bird Refuge Habitat Values.

Properly indentifying the primary purpose of the Oxford Lagoon as a bird refuge should changes the analysis of the Project under the Coastal Act. The primacy of wildlife values is also supported under Marina Del Rey's LCP, which states, "The County will establish the primacy of wildlife habitat values over recreational uses." (MDR LCP section B.5 at p. 5-10.) Nevertheless the project increases the flood control capacity and recreation aspects of the project at the expense of bird habitat.

For example, one of the design parameters of the project is to allow an additional 1.5 feet of vertical tidal flow into the lagoon during dry weather. (Staff Rep. at 12.) Increasing the depth of the tidal flow changes the habitat characteristics of the basin. An additional 1.5 feet of vertical flow will decrease the amount of dry land for birds to nest, rest and roost. Further, during higher tides, shallow waders may be deprived of foraging habitat that would ordinarily be available.

A small bird sanctuary is also more prone to predators. Yet, the project proposes four foot tubular steel fencing along the vast majority of the project. Cats (and people) can easily scale a four fence. While scenic views and access is important under the Coastal Act, public access should be balanced in favor of protecting habitat. (Pub. Res. Code § 30214(a)(3); See also Pub. Res. Code § 30007.5.) A higher fence would seem necessary to comply with the LCP's express policy of favoring wildlife habitat values over recreation.

The same analysis can be said of the pedestrian outlooks. While outlooks may enhance wildlife viewing, because the upland habitat is restricted to a small area, encroaching significantly into the peninsulas greatly reduces the habitat values. As noted in a news report from the LA Times, the purpose of the bird refuge was "to keep the sight and sound of humans, cats, dogs, and vermin from the bird refuge here. (Exhibit 1.)

C. The Project Fails to Replace a Source of Freshwater that Historically Existed.

Photographs from 1961 demonstrate that the project contained freshwater even before urban development surrounding the lagoon. Once development surrounded the lagoon, the project still supplied freshwater to

birds and animals. It was only when low flow diverters were installed that the lagoon was deprived of sources of freshwater.

In addition, the tide gates originally operated in such a manner that saltwater intrusion was minimized. The County's opening of the tide gates and allowing the unrestricted flow of saltwater from Marina Del Rey was done without notification or approvals. To truly "restore" and enhance Oxford Lagoon, freshwater must be reintroduced to the Lagoon.

Freshwater is important to many bird species, including the colonial bird species that the County claims it is seeking to protect. On top of the peninsulas are concrete basins that could readily serve as freshwater bird baths. The level of water may be automatically regulated with the float system to protect against freshwater draining into the lagoon. In the alternative, a drip system could be installed, ensuring that freshwater will by captured by the soil and not directly interact with the brackish or salt water in the lagoon.

Mr. Fay also notes that other projects have supplied freshwater features in conjunction with habitat restoration. For example, a small, ground-level "bird-bath" was installed at the Del Rey Lagoon. (Ex. 4.) In addition, a supply of freshwater is already required for the Oxford Lagoon project to establish native plants. It is neither burdensome nor infeasible to provide freshwater to the concrete basins already existing on the peninsula.

D. A Continuance is Necessary to Allow Both Review of the Materials and Comply with the California Environmental Quality Act.

Although the Coastal Commission process is considered a CEQA equivalent process, it still must comply with the requirements of the California Environmental Quality Act. (CEQA). Under CEQA, the public must have sufficient time to review the reports and make comments. (Public Resources Code § 21080.5; Coastal Act § 30320.) In addition, staff must have an opportunity to review comments received and respond to comments raising significant environmental points. (Pub. Res. Code § 21080.5(D).)

In this case, Mr. Fay has raised, and raises again here, the following significant environmental issues which have not been adequately addressed.

1. The fence and bike/pedestrian path will serve to deprive more than a 1/3 acre of bird habitat. A full .45 acres of habitat will be lost as

part of the bike path on Parcel OT. No mitigation of this loss of habitat is proposed

2. The basin originally included freshwater. The freshwater supply is not being replaced.

3. The fence is insufficient height and design to keep out predators, such as cats, and protect against trespassers.

4. The public outlooks encroach too far into the "peninsulas", disrupting nesting and bird habitat.

5. The strength of the berm (along the bikepath) has not been analyzed in a manner to ensure that it is designed to handle the extra water and flood control capacity caused by the parapet wall.

6. The project on Parcel OT has not been designed (or located) to protect against adverse impacts to the Oxford Lagoon. (ie. raptor predation) (Pub. Res. Code § 30240.)

7. No requirement to reroute and remove the powerlines currently stretching across the lagoon.

8. No requirement for phased tree replacement, unless there is a history of colonial nesting.

9. No permit conditions requiring the County to initiate a process for allowing volunteer groups to clean and maintain the basin, despite the County's current operational inability to properly maintain the wildlife refuge.

The Staff Report should be amended to address these significant impacts. Additional time should be provided to the public to analyze the proposed project and ensure that the Coastal Commission is approving a project that is fully consistent with CEQA, the Coastal Act and the Marina Del Rey LCP. Most importantly, the project should be amended to ensure that the project properly functions as a bird refuge.

E. CONCLUSION

All parties agree that the Oxford Lagoon should be enhanced. However, the project favors flood control and public recreation at the expense of bird habitat. A 30 days continuance will greatly aid the parties in finding a compromise that enhances the bird habitat without reducing the flood control capacity of the basin. Enhancing the Oxford Lagoon should not be controversial. Mr. Fay requests time to work with the County to ensure the project favors the bird refuge over the flood control aspects of the project.

Sincerely,

Todd T. Cardiff, Esq.

Exhibit 1

County Opens Refuge for Migratory Birds

Conservation Area by Marina May Help Bring Back Near-Extinct Species

MARINA DEL REY — This area can now boast of a place where the sandpiper, egret, plover, dowitcher, curlew, godwit and willet may rest and disport themselves.

It's the new County Bird Conservation Area adjacent to Marina del Rey, dedicated Thursday on 10 acres of land on the northwest corner of the Marina between Washington St. and Admiralty Way.

The refuge will provide sanctuary and a resting place for migratory shore birds.

Place for Survival

And, says Roland C. Ross, professor of nature study at Los Angeles State College, it may also provide a "toe-hold on survival" for many near-extinct species of birds fast dying off in the ultra-urban Southern California area.

It may even bring back a few once-numerous species now nearly extinct, such as the elegant and least tern, the tree duck and the black-necked stilt, he says.

Is this of interest only to such rare specimens as nature lovers, and "birdwatchers"?

No, says Ross. Every Southern Californian has or should have an interest in maintaining some natural shelter and refuge for birds and animals to maintain the delicate balance of nature.

Conservation Groups

And man "must sometimes get back to where he came from. The 'inner man' requires it," the professor says.

Ross worked for six years with the county, the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, conservation groups and others in creating the bird resting place here.

He knows this area and he knows its birds and other wild life.

In the summer of 1919 he

Please Turn to Pg. 4, Col. 2

BIRD SANCTUARY

Continued from First Page

lived for two months in the marshes of this area, observing the migratory birds alighting here. He even slept in the marsh, noting such phenomena as the different sounds, birds make when they are on land as compared to in flight.

His primary concern now is to keep the sight and sound of humans, cats, dogs and vermin from the bird refuge here.

The Army engineers erected 16-ft. high moles around the pond as a "buffer" from such sights and sounds.

To assure high-flying migratory birds that the sanctuary is safe for them, berry bushes have been planted to attract song birds.

When the high flying migratory birds spot the pond, "like a calm mirror to the sky," plus feeding songbirds, they will feel the sanctuary is a safe resting place, Ross says.

The refuge will be the only one between San Diego and Morro Bay for the migratory shore birds.

Only recognized nature groups, such as Audubon societies, will be permitted inside the refuge.

Others may view the birds at rest from a drive atop the mole on Admiralty Way, the professor says.

He says the ravages of military and industrial construction along the Southern California coast have driven away many beautiful species of birds, such as the once-common wood ibis.

Ideal for Birds

The sanctuary here will be ideal for the birds due to its tidal action. The rhythm of the tides tells the birds when to eat and otherwise adjust their lives, Ross says.

Working together on the creation of the refuge were the County Harbor Advisory Commission, the Department of Small Craft Harbors, the County Fire Department, county engineers, Dr. Robert Friedman, noted ornithologist and director of the County Museum, and Kenneth E. Stager, senior curator of ornithology at the museum.

Exhibit 2

136

180

CHIEF ADMINISTRATIVE OFFICER
COUNTY OF LOS ANGELES
713 HALL OF ADMINISTRATION / LOS ANGELES 12, CALIFORNIA

L. S. HOLLINGER
CHIEF ADMINISTRATIVE OFFICER

January 10, 1963

HONORABLE BOARD OF SUPERVISORS
County of Los Angeles
383 Hall of Administration

Gentlemen:

RECOMMENDATION TO ESTABLISH BIRD CONSERVATION AREA
IN THE MARINA DEL REY

On September 25, 1962 your Board instructed this office to study the possibility of creating a bird conservation area in Parcel "P" of the Marina del Rey and to determine if it could be so named and designated. Your order reflected the concern of various individuals and groups that such an area be established to provide a haven for the many birds that inhabit the area. Since the State Fish and Game Department and the County Counsel state that the County can legally designate Parcel "P" as a bird conservation area, and since it is desirable to do so, it is recommended that your Board take this action.

It is appropriate that Parcel "P" be designated as a bird conservation area since such a usage would be compatible with the parcel's primary designation as a drainage basin. A landscaping plan for the parcel has already been developed that will provide privacy and food for birds, as well as an attractive appearance for the public. Mr. Roland C. Ross, Professor of Nature Study at Los Angeles State College, who helped develop the landscaping plan, has told us that after the planned plantings have matured, the parcel would provide all the privacy, food, and water needed to attract and protect birds without additional maintenance cost to the County. Also, because Parcel "P" serves as a drainage basin, it has already been fenced and posted with no trespassing signs which would have to be done if a bird conservation area were to be established.

JAN 15 1963

239

The Department of Small Craft Harbors has reviewed and approved this proposal. At its November 28 meeting, the Small Craft Harbor Advisory Commission considered and concurred in the proposal as discussed above.

Since it is desirable and legally possible to designate Parcel "P" of the Marina del Rey as a bird conservation area and since this parcel can function in the future as both a resting place for coastal birds and a drainage basin without additional County or Marina del Rey Project funds,

IT IS RECOMMENDED:

That your Board designate Parcel "P" as the Marina del Rey Bird Conservation Area and instruct the Department of Small Craft Harbors to post appropriate signs at the site.

Very truly yours,

L. S. HOLLINGER
Chief Administrative Officer

LSH:TED
RWS:rb
cc: Each Supervisor
County Counsel
Department of Small Craft Harbors

180

On motion of Supervisor Chace, unanimously carried (Supervisor Hahn being temporarily absent), the foregoing recommendation is adopted by the Board of Supervisors as Board Order No. 180 of January 15, 1963.

Exhibit 3

83D CONGRESS
2d Session
HOUSE OF REPRESENTATIVES
DOCUMENT
No. 389

PLAYA DEL REY INLET AND BASIN, VENICE, CALIF.

LETTER

FROM

THE SECRETARY OF THE ARMY

TRANSMITTING

A LETTER FROM THE CHIEF OF ENGINEERS, DEPARTMENT OF THE ARMY, DATED AUGUST 8, 1952, SUBMITTING A REPORT, TOGETHER WITH ACCOMPANYING PAPERS AND AN ILLUSTRATION, ON A PRELIMINARY EXAMINATION AND SURVEY OF HARBOR AT PLAYA DEL REY, CALIF., AND A REVIEW OF REPORTS ON PLAYA DEL REY INLET AND BASIN, VENICE, CALIF., AS AUTHORIZED BY THE RIVER AND HARBOR ACT APPROVED ON AUGUST 26, 1937, AND REQUESTED BY A RESOLUTION OF THE COMMITTEE ON COMMERCE, UNITED STATES SENATE, ADOPTED ON JUNE 2, 1936

MAY 13, 1954.—Referred to the Committee on Public Works and ordered to be printed, with one illustration

DEPARTMENT OF THE ARMY,
Washington 25, D. C., May 11, 1954.

The SPEAKER OF THE HOUSE OF REPRESENTATIVES.

DEAR MR. SPEAKER: I am transmitting herewith a report dated August 8, 1952, from the Chief of Engineers, Department of the Army, together with accompanying papers and an illustration, on a preliminary examination and survey of Harbor at Playa del Rey, Calif., and a review of reports on Playa del Rey Inlet and Basin, Venice, Calif., with a view to determining whether any improvement of the locality is warranted at the present time, authorized by the River and Harbor Act approved on August 26, 1937, and requested by a resolution of the Committee on Commerce, United States Senate, adopted on June 2, 1936.

47022—54——1

In accordance with section 1 of Public Law 14, 79th Congress, the views of the State of California and the Department of the Interior are set forth in the enclosed communications.

The Bureau of the Budget advises that while there is no objection to submission of the report to Congress, authorization of the improvement recommended therein would not be in accord with the program of the President unless the Federal participation is limited to 50 percent of the cost of the general navigation facilities. The complete views of the Bureau of the Budget are contained in the attached copy of its letter.

Sincerely yours,

ROBERT T. STEVENS,
Secretary of the Army.

COMMENTS OF THE BUREAU OF THE BUDGET

EXECUTIVE OFFICE OF THE PRESIDENT,
BUREAU OF THE BUDGET,
Washington 25, D. C., April 28, 1954.

The honorable the SECRETARY OF THE ARMY.

MY DEAR MR. SECRETARY: Your letter dated March 20, 1953, states that no modifications or revisions need be made from the standpoint of general policy or procedure in the 27 final proposed reports of the Chief of Engineers pending in the Bureau of the Budget on January 20, 1953. One of these is the report on the project at Playa del Rey, Calif. This report had been authorized by the River and Harbor Act approved on August 26, 1937, and requested by a resolution of the Committee on Commerce, United States Senate, adopted on June 2, 1936. Acting Secretary Johnson submitted the report to this office on August 19, 1952.

The Chief of Engineers recommends, subject to certain conditions of local cooperation, the provision of a harbor at Playa del Rey, Calif. First costs to the United States, including aids to navigation, are estimated at $6,193,000 by the Board of Engineers for Rivers and Harbors. First costs to local interests are estimated at $19,427,000. It is noted that the Board's estimate of $25,620,000 for total first costs is based largely on cost estimates made in 1948. On this basis, annual costs are computed to be $933,025. Annual benefits are estimated at $1,296,000. The resulting benefit-cost ratio is 1.4.

The Chief of Engineers considers the proposed Federal participation in the project appropriate "if it is the intent of Congress to provide Federal assistance in the development of recreational boating facilities of the type proposed in this report."

The President in his 1955 budget message stated that, "to the greatest extent possible, the responsibility for resource development, and its cost, should be borne by those who receive the benefits." The benefits from Playa del Rey harbor evidently will be largely local in character. While it is recognized that under the proposed plan local interest will be required to spend large sums for lands,

surface. Such dredging will obviously decrease the thickness of impermeable material lying between the floor of the harbor and the top of the water-bearing zone, thereby decreasing the resistance offered to the percolation of sea water into the aquifer.

From the foregoing observations, it is believed that the quoted conclusion No. 3 of the district engineer is contrary to what may be expected if the harbor is constructed, and that construction of the harbor would aggravate the present conditions of sea-water intrusion and endanger the water quality of wells located near its perimeter in the following ways:

1. By reducing (through dredging) the thickness of relatively impermeable materials which lie between the surface and the top of the 50-foot gravel aquifer.

2. By increasing the landward slope of the water table and consequently the rate of landward flow of saline water. This slope would be increased as a result of moving the shoreline inland through construction of the harbor.

3. By decreasing the lateral distance that sea water must travel to reach producing wells.

It is believed that if this project is pursued, the ruination of water wells in the immediate vicinity of the harbor should be contemplated. However, the present landward sloping water table indicates that the threat of ocean water pollution already exists at these wells. Also, lands presently irrigated in the vicinity are rapidly being subdivided, and these subdivisions are being served with domestic water imported from outside sources. For these reasons, and because of the probable increase in property values due to the harbor project, ultimate benefits may offset the possible damage to the limited ground-water supply.

Division of Highways

G. T. McCoy, State highway engineer, by communication dated June 11, 1952, submitted the following:

> State highway routes will not be directly affected by the recommended plan of the harbor improvement. The proposed development plan of the local planning commission includes provisions for access parkway facilities which will cross and connect with U. S. 101, State Route 60. It is understood that such development involving interchanges or alterations affecting the State highway will be undertaken as part of the obligations of the local interests without commitment of the Division of Highways to costs thereof. The Division of Highways' attitude with respect to the project will, we assure you, be cooperative.

State Lands Commission

Col. Rufus W. Putnam, executive officer of the State Lands Commission, submitted the following comments on April 15, 1952:

> The jurisdiction of the tide and submerged lands adjacent to the proposed harbor development is in the city of Los Angeles by legislative grant. No State lands under the jurisdiction of the State Lands Commission are affected by the proposed development.

Department of Fish and Game

Seth Gordon, director, Department of Fish and Game, by communication dated June 6, 1952, submitted the following:

> We do not believe the project would have any harmful effect on the fisheries. However, the benefit figures given for sport-fishing operations (p. 33) are optimistic. Operations at Palya del Rey would draw fishermen away from other landings rather than add new fishermen, it is believed.
>
> It would affect a small waterfowl marsh.

(*a*) The shores of Santa Monica Bay downcoast from Santa Monica breakwater have been deprived of normal littoral nourishment since construction of Santa Monica breakwater in 1933.

(*b*) Proposed jetties at Playa del Rey would act as a complete littoral barrier for a considerable period of time and would benefit the shore to the north by preventing further littoral loss from that area. Beach fill made in this area with material dredged from Playa del Rey Harbor would assist in completion of the comprehensive shore development planned by the city of Los Angeles.

(*c*) Between Ballona Creek jetties and proposed Playa del Rey jetties, the shore would stabilize after minor realinement.

(*d*) Downcoast from Ballona Creek, establishment of a feeder beach would be required to provide nourishment for shores to the south, and to prevent depletion of the fill recently completed by the city of Los Angeles. Deposit of 3,200,000 cubic yards along 5,000 feet of shore would be expected to provide adequate supply for a period of about 20 years.

(*e*) Future maintenance of Santa Monica Bay shores between Santa Monica breakwater and Playa del Rey may be accomplished by periodic replenishment of a suitably located feeder beach, or by removal of the breakwater and reestablishment of normal littoral transport at Santa Monica.

(*f*) Shores downcoast from Ballona Creek can be maintained in their advanced position by mechanical bypassing of sand past the proposed harbor entrance or by periodic deposit of sand from inland areas on the feeder beach. The most economic method can best be determined after the plan for maintenance of upcoast beaches has been established.

47. *Field surveys.*—Hydrographic and topographic surveys of the harbor and adjacent shore areas were made in March and April 1945, and during 1948. The surveys included the area from Washington Street to the Playa del Rey Hills and extended from Highway U. S. 101 Alternate (Lincoln Blvd.) seaward to about the 40-foot-depth contour. Shore topography was traced from aerial photographs and existing maps. The character of materials to be dredged was determined from auger borings.

48. *Coordination with other improvements.*—The improvement would not involve flood control, water power, water supply, or other subjects that could be coordinated with the improvement to compensate the United States for expenditures made. The project is an integral part of an overall plan of improvement of the beach areas by municipal and county agencies.

49. *Effect on wildlife.*—Construction of the proposed harbor would eliminate existing marshlands of some wildlife value. However, the Fish and Wildlife Service by letter dated April 26, 1946, state that no objection will be interposed to the construction of the project. Local representatives of the Fish and Wildlife Service state that few game birds occupy the area because of oil pollution which results from the operation of the oil field. Local interests propose to construct a bird refuge about 800 feet wide and 2,500 feet long adjacent to the flood-control channel as a part of the overall park development to provide for the shore birds nesting in the area. Principal among these birds are killdeer, sandpiper, stilt, and tern. In addition there are many other species of birdlife which are not dependent on the area. To

provide for the continuation of this existing birdlife, local interests should construct the bird refuge simultaneously with the construction of the harbor.

50. *Saline contamination.*—An investigation was made concerning the effects of the proposed harbor on saline contamination of underground water. This investigation indicated that (1) sea water has already contaminated the ground water within most of the area that would be occupied by the harbor; (2) further landward progress of this contamination depends primarily on the rate of withdrawal of ground water in the vicinity of the harbor site and on the steepness of the landward gradient produced by this withdrawal; and (3) introduction of sea water by constructing the harbor would not modify existing ground-water conditions.

51. *Harbor lines.*—Harbor lines have not been established in Santa Monica Bay. The plan considered would not adversely affect the future establishment of harbor lines.

52. *Aids to navigation.*—If the proposed harbor is constructed, the district Coast Guard officer, 11th Coast Guard District, recommends the installation of coded lights on the seaward ends of the proposed harbor jetties, the installation of a fog signal on the upcoast jetty, and installation of additional lights at the beginning of the curve on each jetty. Three light buoys would be required to mark the turns in the basin channel. The district Coast Guard officer estimates the total cost of aids to navigation at $25,000.

PLANS OF IMPROVEMENT

53. *Plans considered.*—In determining the best plan of improvement the district engineer gave consideration to the desires of local interests as stated at the public hearings, to the more recent desires of local interests as developed by conferences, to modifications suggested by experienced small-craft operators, and to the requirements of navigation interests in general.

54. The plan originally proposed by local interests included a symmetrically arranged U-shaped harbor which had two entrances and capacity for about 5,200 craft. Local interests now believe that a harbor of that capacity would be inadequate to meet all the demands for anchorage, berthing, and maneuvering, and for adequate servicing and concessionary facilities; therefore, a modified elliptical area approximately 6,500 feet by 6,300 feet was proposed for consideration. The elliptical harbor would have capacity for about 8,000 craft. The two entrances were decided to be undesirable, as a stretch of beach about 2,100 feet long would be rendered inaccessible except by boat. This isolated island would not conform to the general plan of improvement approved by the Los Angeles City Council.

55. Combining the entrance channel with the Ballona Creek flood-control outlet would prove unsatisfactory, from the standpoint of navigation and maintenance of harbor depths. To eliminate both the isolated beach and entrance through the flood-control outlet, local interests proposed a curving entrance adjacent to the flood-control outlet. However, experienced small-craft operators state that a curved entrance is difficult to navigate, especially in foggy or heavy weather. Accordingly, consideration was given to straightening the proposed entrance. This would result in a long and rather wide en-

Exhibit 4

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071

December 27, 2005

Los Angeles City Department of Recreation and Parks
Attn: Brad Haynes
2459 Motor Avenue
Los Angeles, CA 90064

SUBJECT: **Waiver of Coastal Development Permit Requirement/De Minimis Developments-Section 30624.7 of the Coastal Act**

Based on your project plans and information provided in your permit application for the development described below, the Executive Director of the Coastal Commission hereby waives the requirement for a Coastal Development Permit pursuant to Section 13238.1, Title 14, California Code of Regulations. If, at a later date, this information is found to be incorrect or the plans revised, this decision will become invalid; and, any development occurring must cease until a coastal development permit is obtained or any discrepancy is resolved in writing.

WAIVER#: 5-05-506 **APPLICANTS**: Los Angeles City Department of Recreation & Parks

LOCATION: 6660 Esplanade Place, Playa Del Rey (Los Angeles County)

PROPOSED DEVELOPMENT: Installation of a 2' long X 2' wide X 4" high duck pad to provide fresh water for the ducks at the Del Rey Lagoon. A sign reading "Do Not Feed The Ducks" will be installed as part of the project.

RATIONALE: The subject site is located approximately 1/8 mile from the beach at the City's Del Rey Lagoon. The area is zoned Open Space as it is a community park. The proposed project has been reviewed by the Department of Fish and Game and has received their approval. The project is located in the "dual permit jurisdiction area" and has already received an approval-in-concept from the City of Los Angeles. The proposed development will not adversely impact coastal resources, public access, or public recreation opportunities, and is consistent with past Commission actions in the area and Chapter Three policies of the Coastal Act.

This waiver will not become effective until reported to the Commission at their January 11-13, 2006 meeting and the site of the proposed development has been appropriately noticed, pursuant to 13054(b) of the California Code of Regulations. The enclosed Notice Card shall remain posted at the site until the waiver has been validated and no less than seven days prior to the Commission hearing. If four (4) Commissioners object to this waiver of permit requirements, a coastal development permit will be required.

_____ by: _____

Deborah Lee
Deputy Director
cc: Commissioners/File

RECEIVED
South Coast Region

JUN 1 0 2014

CALIFORNIA
COASTAL COMMISSION

SIERRA CLUB
FOUNDED 1892

Angeles Chapter
Airport Marina Regional Group
3435 Wilshire Blvd. Ste. 660
Los Angeles Ca. 90010-1904

June 10, 2014

CALIFORNIA COASTAL COMMISSION
Submitted via Fax to the Long Beach Office
Re: Item 37 June 13, 2005

Honorable Coastal Commissioners,

This letter is submitted to the Long Beach Office three working days in advance of the public hearing on June 13 for inclusion in the package to the Commissioners, as has been standard practice of the Commission.

In regard to item 37:

The Local Coastal Program must be amended because the Oxford Lagoon is currently listed in the Land Use Plan as open space. The Commission has now determined it is a tideland, therefore, the LCP must be reopened and the open space designation for the lagoon must be changed to tideland.

Marina del Rey is excluded from the California Coastal Zone in accordance with Coastal Act Section 30103(b) and the U.S. Coastal Zone Management Act of 1972 Section 304(a). The Commission implements the federal act in the State of California. This information is recorded in the United States Department of Commerce Combined State of California Coastal Management Program and Final Environmental Impact Statement dated August, 1977. That document is incorporated by reference as is Appendix B: Written Comments Submitted for the Report on Priority Issues Marina del Rey Periodic LCP Review dated February 24, 2005. Therefore, in accordance with the CaCZMP, Marina del Rey is excluded from the CZ due to prior ownership of the United States. Furthermore, pursuant to U.S. Public Law 780, House of Representatives Document 389, the Congress initiated detailed planning for the project in 1954. Given the U.S. Supreme Court Decision in Granite Rock v. California Coastal Commission, the Commission is legally restricted

ONLY to exercise its power of environmental review, and not planning, as is the case here.

Marina del Rey is in a Seismic Hazard Zone as Established by the State of California Geologist. Therefore, the Staff Report must address this important issue of geologic hazard and public safety, but has failed to do so. Liqufication occurred at nearby Mothers Beach in the 1994 earthquake.
(http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_veni.pdf)

A very dangerous oil and gas pipeline is located adjacent to the project. It ruptured in 2004. The LCP claims that Sempra Energy has an easement for this line. However, this is not the case. A Public Records Response from the County Board of Supervisors validates that no such easement exists, even though it is reflected in the LCP. The Coastal Commission has no documentation of the easement, beyond the map contained in the LCP. Given, the line may have contaminated the soil and groundwater adjacent to or within the project area, it must be considered by the Staff Report, but has not.

The County of Los Angles has violated the Coastal Act by allowing salt water to replace a freshwater resource, without a Coastal Development Permit. This should first be considered as a violation by the Enforcement Division prior to considering this CDP.

Rewarding a violator with a CDP will only encourage further violations of the Act.

The area should, in accordance with the Coastal Acts, be restored to its original freshwater condition.

On behalf of the Sierra Club,

John Davis

From:	Walter Lamb
To:	Stone, Matt@Coastal
Subject:	Support for Continuance of Oxford Lagoon CDP
Date:	Tuesday, June 10, 2014 9:51:38 PM

Dear Mr. Stone,

I support postponing any decision on the Oxford Lagoon Coastal Development permit to allow time for public stakeholders to further research improvements to the current design that could potentially maximize the value of the site as both a refuge for native birds and a flood control facility. I understand that this project has been in the works for quite some time and that County staff have invested a great deal of time into it. I also understand that there are some disagreements over what the primary purpose of the site was intended to be. Nonetheless, the challenges to our environment, both in LA County and across the planet, are currently so severe, that we must make every effort to ensure the best possible environmental designs for any projects before implementing them. Even if the extra time were to yield only a single environmental benefit in the final design, it would have been well worth the delay.

Therefore, I respectfully request that the Coastal Commission wait until the July meeting to consider this item. Please feel free to contact me via phone or e-mail with any questions or comments.

Sincerely,

Walter Lamb
310-384-1042

CALIFORNIA COASTAL COMMISSION
South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071

F10b

Click here to go to
original staff report

ADDENDUM

Date: June 10, 2014

To: COMMISSIONERS & INTERESTED PERSONS

From: JOHN AINSWORTH, SENIOR DEPUTY DIRECTOR
SOUTH COAST DISTRICT STAFF

Subject: Commission Hearing of June 13, 2014, Item F10b of Commission Agenda, Coastal Development Permit No. 5-13-1292 (Los Angeles County Department of Public Works), Oxford Basin, Marina del Rey, Los Angeles County.

Attached please find the Applicant's (Los Angeles County Department of Public Works) slide presentation on the Oxford Retention Basin Multiuse Enhancement Project, which was provided to several Commissioners in advance of their planned Ex Parte Communications.

OXFORD RETENTION BASIN MULTIUSE ENHANCEMENT PROJECT

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

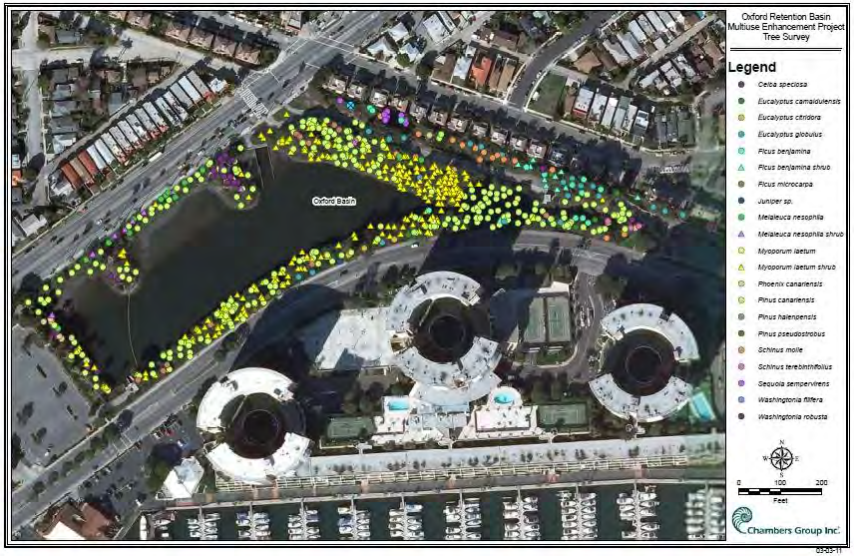
June 13, 2014

Project Location Map

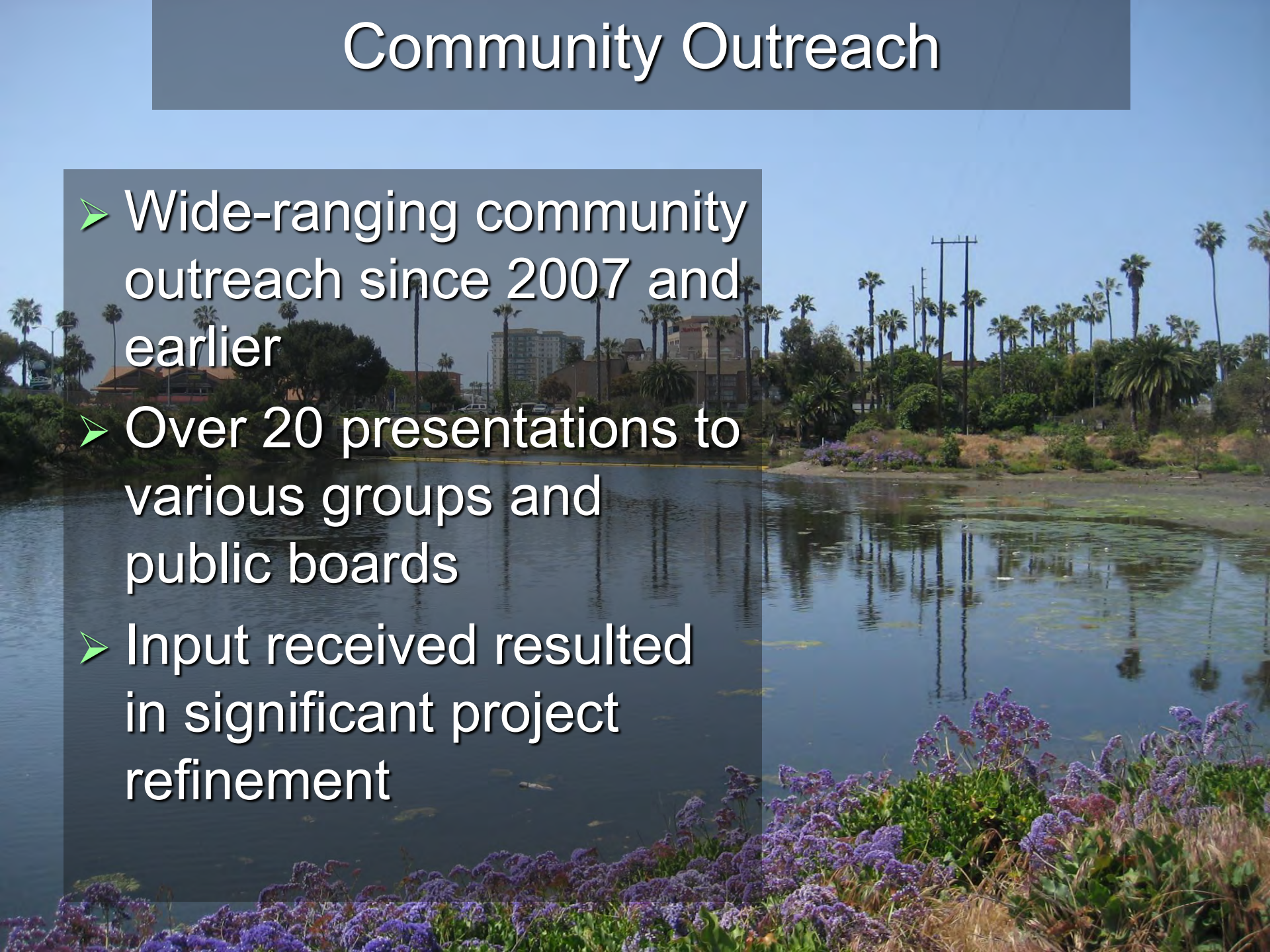
Oxford Basin's Hydraulic Function

Extensive Scientific Studies

- Birds, Fish, Insects, etc.
- Vegetation
- Soils
- Water Quality



Community Outreach



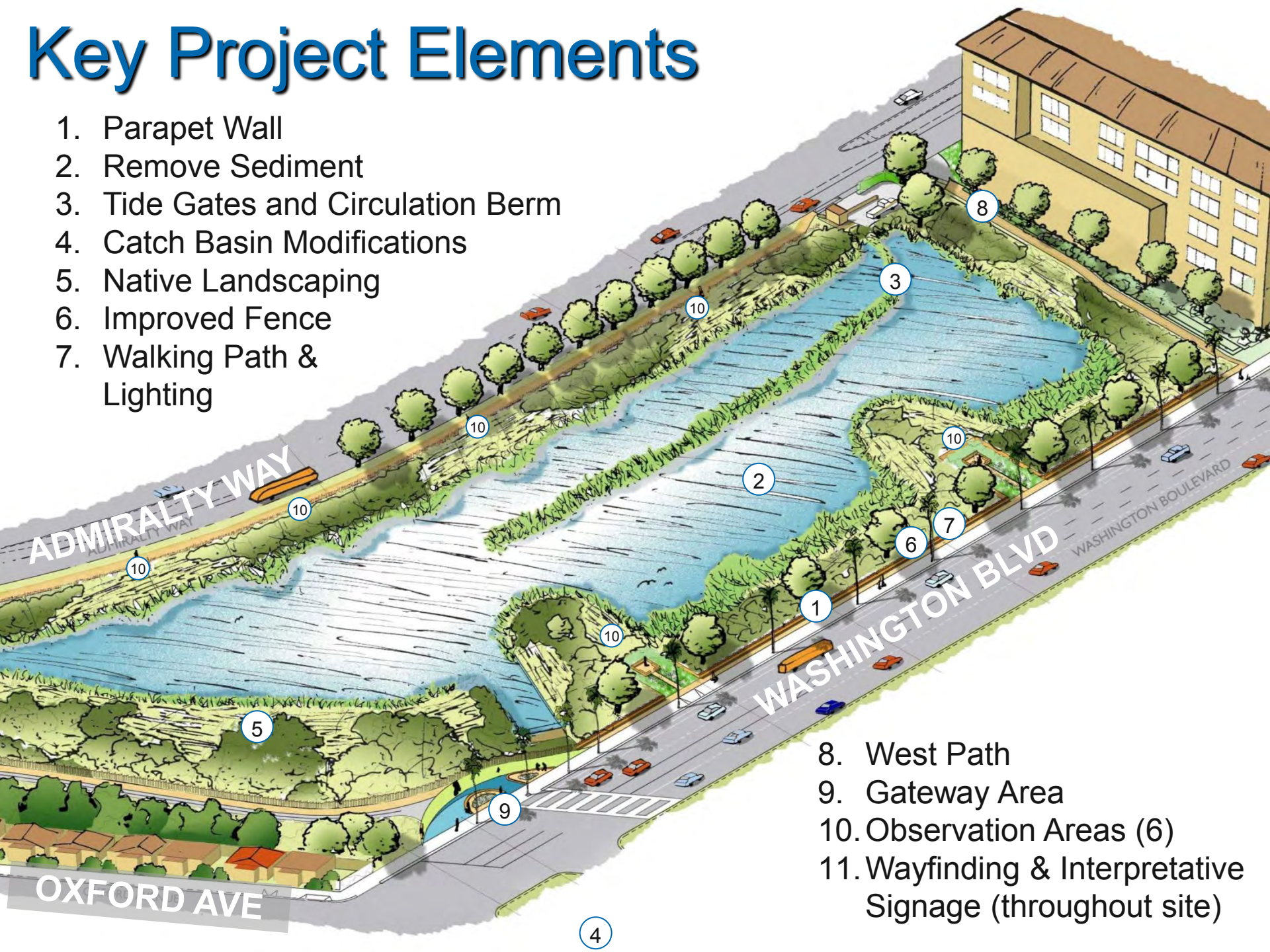
- Wide-ranging community outreach since 2007 and earlier
- Over 20 presentations to various groups and public boards
- Input received resulted in significant project refinement

True “Multi-Benefit” Project

- Flood Control
- Water Quality
- Habitat Enhancement
- Aesthetic Enhancement
- Passive Recreation

Key Project Elements

1. Parapet Wall
2. Remove Sediment
3. Tide Gates and Circulation Berm
4. Catch Basin Modifications
5. Native Landscaping
6. Improved Fence
7. Walking Path & Lighting



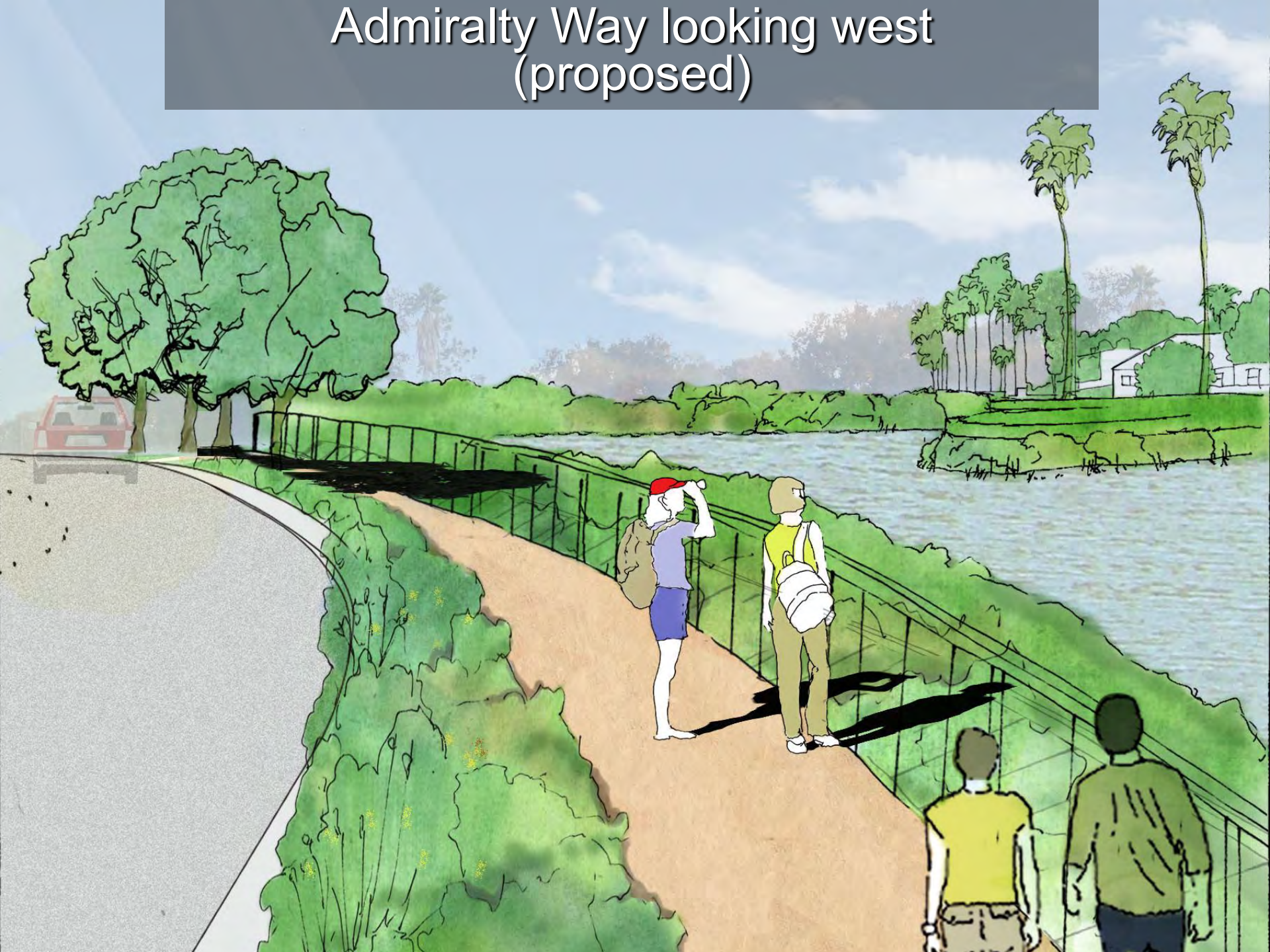
8. West Path
9. Gateway Area
10. Observation Areas (6)
11. Wayfinding & Interpretative Signage (throughout site)


Washington Blvd. looking southwest
(current)

Washington Blvd. looking southwest (proposed)

Admiralty Way looking west (current)

Admiralty Way looking west (proposed)



Gateway Area (current)

Gateway Area (proposed)

Similar Plant Palette – Ballona Lagoon

Example Signage

14 in.

24 in.

OXFORD BASIN NATURE LOOP

WE INVITE YOU TO EXPLORE THE OXFORD BASIN NATURE LOOP AND DISCOVER ITS UNIQUE AND DIVERSE HABITAT. SOME OF THE SPECIES FOUND AT THE BASIN ARE SENSITIVE AND ARE ENDANGERED. WE ENCOURAGE YOU TO FIND MORE ABOUT THE ANIMALS AND THE PLACE THEY CALL HOME AS YOU ENCOUNTER OUR FIVE OBSERVATION AREAS. FOLLOW THE SIGNS AS THEY WILL SHOW YOU THE TRAIL DIRECTION AND THE MILES YOU HAVE TRAVERSED.

APPROX. LOOP PERIMETER IS:
.66 MILES
3 LAPS
= 2 MILES

OXFORD BASIN

◇ Loop Map Sign on Pilaster

Example Signage

NATIVE PLANTS: Can You Find Me ?

NATIVE PLANT COMMUNITIES OF OXFORD BASIN

NATIVE PLANTS

Native plants naturally occur in the region in which they evolved and are adapted to local rainfall, soil, and temperature conditions. Being suited, to our climate, native plants require only minimal irrigation and other forms of maintenance and they provide valuable habitat for various native wildlife species.

COASTAL SALT MARSH

This wetland plant community occurs along the coast where water flows from inland sources. Plants in this community are adapted to a high concentration of salt and oxygen -depleted soils.

COASTAL SAGE SCRUB

This plant community, found along the coasts of Southern California and northwestern Baja California, is characterized by low-growing, aromatic species. Many plants in this community are summer or drought deciduous and drop larger leaves during mid-summer to conserve moisture.

WILLOW SCRUB

This dense plant community provides important nesting habitat, foraging habitat and cover for many riparian wildlife species. In coastal Los Angeles County willow scrub often includes the shrubby Narrowleaf Willow, among others.

COASTAL SALT MARSH

Salt Grass
Distichlis spicata

Southwestern Spiny Rush
Juncus acutus leopoldii

Pickleweed
Salicornia pacifica

Alkali Heath
Frankenia salina

COASTAL SAGE SCRUB

Purple Needlegrass
Nassella pulchra

California Sagebrush
Artemisia californica

California Buckwheat
Eriogonum fasciculatum

California Encelia
Encelia californica

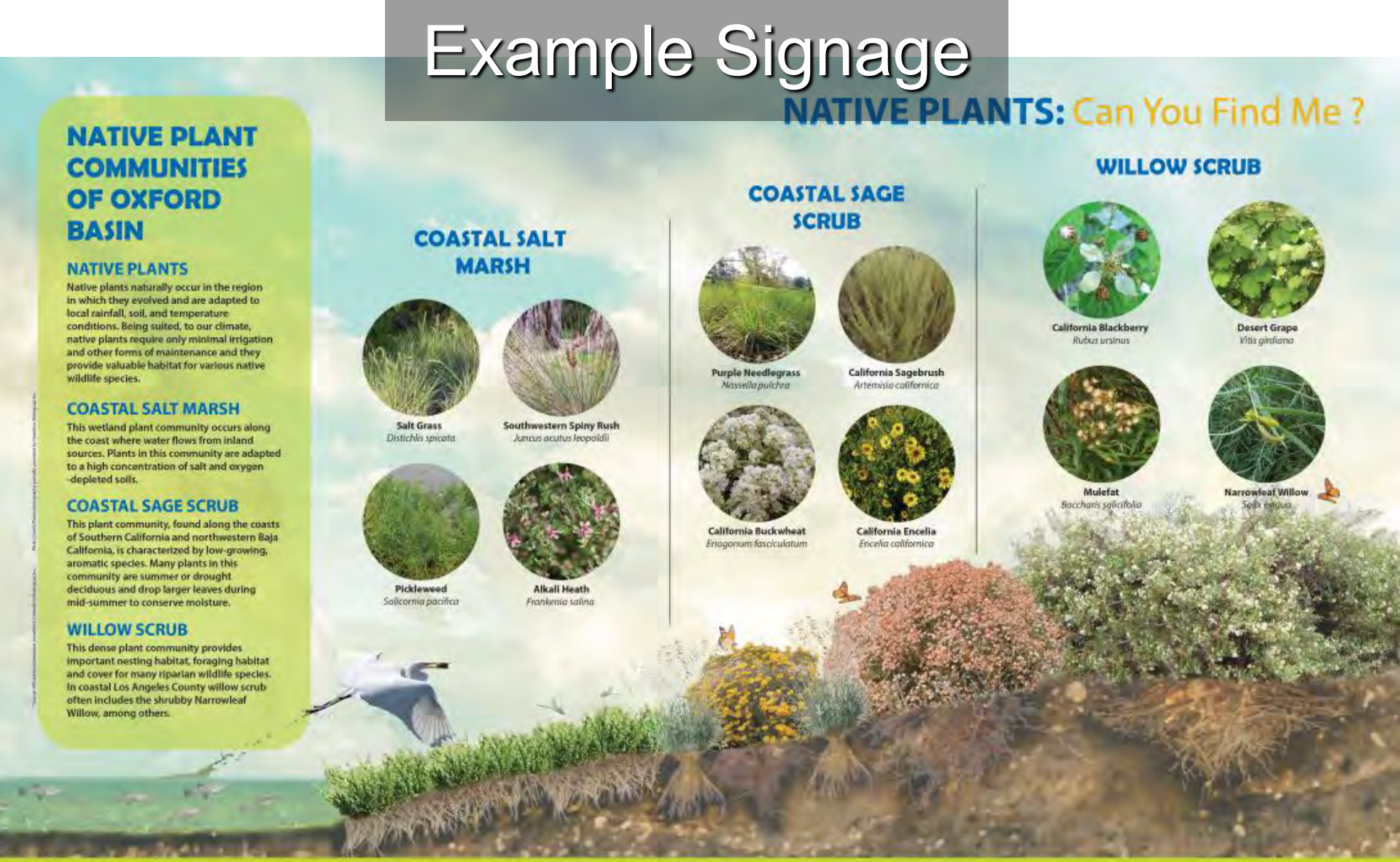
WILLOW SCRUB

California Blackberry
Rubus ursinus

Desert Grape
Vitis girdiana

Mulefat
Baccharis salicifolia

Narrowleaf Willow
Salix exigua



OXFORD BASIN

PUBLIC WORKS

Beaches & Harbors

Example Signage

TIDES & THE MOON

TIDES
Tides are periodic rises and falls of bodies of water that are caused by the gravity force between the Earth and Moon. The gravitational attraction of the Moon causes the oceans to bulge out in the direction of the Moon. Due to the rotation of the earth as this happens, two tides typically occur each day.

SPRING TIDES
Spring tides are strong tides that occur when the Earth, the Sun, and the Moon are in a line. The gravitational forces of the Moon and the Sun both contribute to the tides. Spring tides occur during the full moon and the new moon all year round.

NEAP TIDES
Neap tides are weak tides that occur when the gravitational forces of the Moon and Sun are perpendicular to one another in relation to the Earth. Neap tides occur during quarter moons.

OCEAN TIDAL EXCHANGE

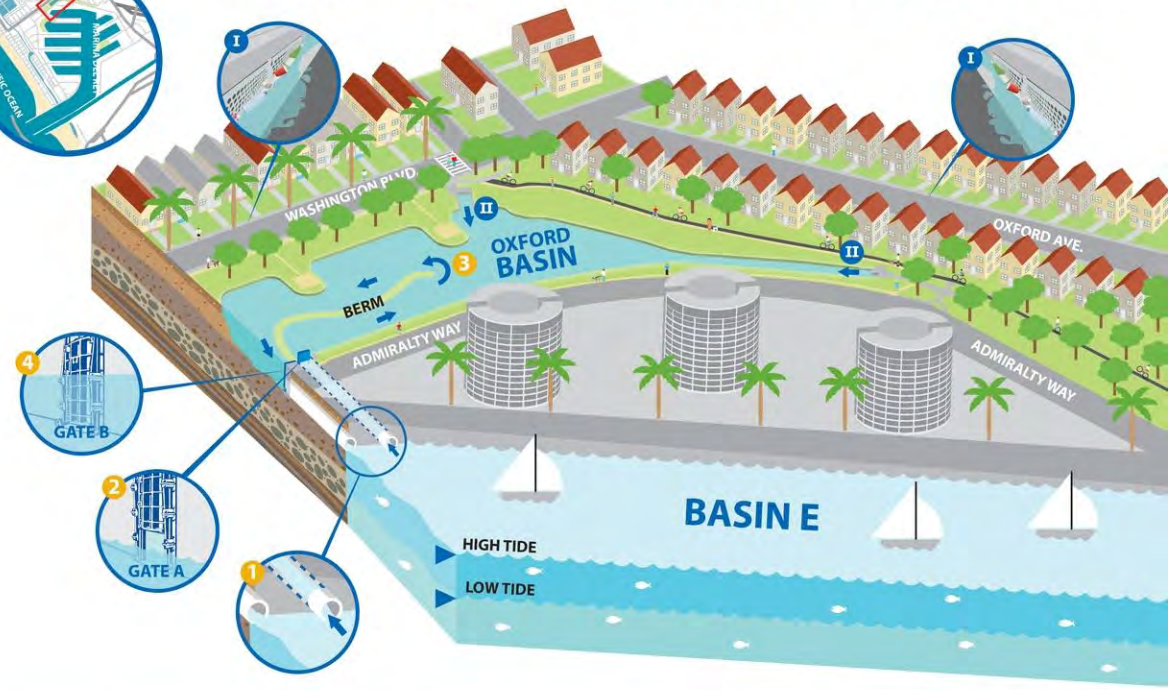
TIDE GATE A OPENS*
Tide gate A opens during rising tides, sending water from Basin E into Oxford Basin. Water travels around the vegetated berm, until Oxford Basin's elevation reaches its maximum elevation of 1.5 feet above the mean sea level, and the gate closes. The gate remains closed during falling tides.

TIDE GATE B CLOSES
Tide gate B remains closed and only opens during falling tides, forcing the water to circulate around the berm and out of Oxford Basin into Basin E. As this process occurs the water quality in Oxford Basin improves enhancing the habitat in Oxford Basin and the water that goes out to the ocean.

*NOTE
The tide gate program may vary or be revised depending on weather or other conditions.

VICINITY MAP

OCEAN, TIDES & STORMWATER



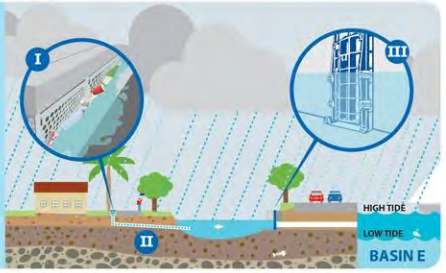
DRY WEATHER: TIDAL EXCHANGE

1. During dry weather, water from Marina del Rey's Basin E moves in and out of Oxford Basin through two pipes that connect the two bodies of water.
2. Tide gate A is programmed to open during rising tides, sending water from Basin E into Oxford Basin.
3. Water from Marina del Rey's Basin E circulates around the vegetated berm improving oxygen levels in Oxford Basin.
4. Tide gate B closes during high tides and opens to release water from Oxford Basin during falling tides forcing the water to circulate out of Oxford Basin into Marina del Rey's Basin E.

RAIN: FROM DRAIN TO OCEAN

When it rains, the water collects in the drains and flow into Oxford Basin. The two tide gates close to hold the water in the basin and release it as the sea level lowers.

- I Stormwater spills into drains.
- II Water flows to Oxford Basin.
- III Tide gates closed at low tide to provide storage for stormwater during high tide.



OXFORD BASIN

COUNTY OF LOS ANGELES CALIFORNIA
LOS ANGELES COUNTY FLOOD CONTROL DISTRICT
PUBLIC WORKS
LOS ANGELES COUNTY Department of Beaches & Harbors

Other Required Permits

- CEQA: MND – No Significant Impacts identified
  - Adopted by LA County Board of Supervisors 12/3/13
  - Mitigation to minimize potential wildlife, cultural resources impacts
- CA Regional Water Quality Control Board
  - 401 Permit issued 12/20/2013
- US Army Corps of Engineers
  - 404 Permit issued 4/4/2014
- CA Dept. of Fish and Wildlife
  - Streambed Alteration Agreement issued 4/15/14

Grants and Other Endorsements

- Santa Monica Bay Restoration Commission
  Prop 84 Grant – $2.0M
- Integrated Water Resources Management
  Prop 84 Grant – $1.5M
- Approved by Marina del Rey Design Control Board
- Public support from Marina del Rey Convention & Visitor's Bureau, MdR Rey Lessee's Association, LAX Coastal Chamber of Commerce, etc.

Current Project Status

- Target Construction Start: Fall 2014
- Estimated Construction Duration 12 Months

CALIFORNIA COASTAL COMMISSION
South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071

F10b

Filed:	2/28/2014
180th Day:	8/27/2014
Staff:	M.Stone-LB
Staff Report:	5/29/2014
Hearing Date:	6/13/2014

STAFF REPORT: REGULAR CALENDAR

Application No.:	**5-13-1292**
Applicant:	**County of Los Angeles Department of Public Works**
Location:	**Oxford Basin (between Washington Blvd and Admiralty Way in unincorporated Marina del Rey)**
Project Description:	Oxford Retention Basin Multiuse Enhancement Project to: excavate 3000 cubic yards of sediment from the bottom of the Basin; in-kind replacement of two existing tide gates; construct two-foot high parapet wall along the northern and western side of the basin; reconstruct existing 7-foot-wide catch basin; remove and replace existing valves in four catch basins with flap gates; remove and replace existing non-native vegetation; excavate 6,700 cubic yards of contaminated sediment along the perimeter of the Basin; construct a circulation berm between the two existing tide gates; modify existing headwall for the low-flow diversion at the east end; modify tide gate programming to allow an additional 1.5 vertical feet of tidal exchange; install irrigation system; construct a boat ramp at the east end; construct a vehicular access ramp; install steel-grated landing above the two tide gate inlet structures replace existing perimeter chain link fence with 4 to 8-foot high tubular steel fence; construct six-foot wide decomposed granite walking trail; install wildlife friendly perimeter lighting; construct six observation areas with park benches; install wildlife interpretive signage; install a vegetated parkway buffer along Admiralty Way; and reconstruct 400 linear feet of the slope along Admiralty Way
Staff Recommendation:	Approval with conditions

SUMMARY OF STAFF RECOMMENDATION

The County of Los Angeles Department of Public Works proposes to improve flood risk management, habitat quality, water quality, aesthetics, public access, and recreational opportunities in Oxford Retention Basin (Oxford Basin or Basin), Marina del Rey.

Flood risk management will be improved by the excavation of 3,000 cubic yards of sediment and sediment-associated pollutants (e.g. petroleum and metals) from the bottom of the Basin; in-kind replacement of two existing tide gates; construction of two-foot high parapet wall along the northern and western side of the basin as a preventative measure to add flood protection around the low lying area of the Basin; and modification of existing catch basins on Oxford Avenue to prevent backflow, to include reconstruction of the existing 7-foot wide catch basin on the south side of Oxford Avenue with a new 12-inch connector pipe with a flap gate, as well as removal and replacement of existing valves in four catch basins on Oxford Avenue and Olive Street with more efficient flap gates.

Habitat and water quality will be improved by the removal and replacement of approximately 161,000 square feet of existing non-native vegetation along the perimeter of the basin; excavation of 6,700 cubic yards of contaminated sediment along the perimeter of the basin; construction of a circulation berm with emergent wetlands between the two existing tide gates to improve water circulation; modification of existing headwall for the low-flow diversion at outlet of Storm Drain Project 3872 at the east end of the basin; modification of tide gate programming to allow an additional 1.5 vertical feet of tidal exchange; installation of an irrigation system to help establish native landscaping; construction of a new vehicular access ramp at the east end of the basin near Storm Drain Project 3872 to allow access to the basin for routine maintenance, trash removal, and water quality monitoring; installation of a steel-grated landing above the two tide gates to improve maintenance worker safety; installation of trash racks at the inflow and outflow gates; and construction of two bioretention systems along the southside of Admiralty Way to collect local run-off from the road.

Aesthetics and recreation will be improved by replacing the existing 6 to 8-foot high perimeter chain link fence with an approximately 3,550 linear feet, four-foot high tubular steel fence that reaches to eight-feet high around key flood control features for security and safety purposes, such as the inlets and the tide gates to create distance between the public area and the Basin's water edge; construction of a six-foot wide decomposed granite walking trail around the perimeter of the Basin; installation of wildlife friendly perimeter lighting; construction of six observation areas with park benches; installation of wildlife interpretive signage to educate visitors about storm water pollution prevention measures, native plants, and local wildlife; installation of a vegetated parkway buffer along Admiralty Way; and reconstruction of approximately 400 linear feet of the slope along Admiralty Way using green Terramesh soil reinforcement system or an approved equal substitute to stabilize the underlying soils.

This subject site is a 10.7 acre area of open space located between Washington Blvd and Admiralty Way in unincorporated Marina del Rey, County of Los Angeles. Potential adverse impacts to

marine resources, water quality, visual resources, public access, and recreational opportunities are associated with this project.

To ensure that any potential adverse impacts are addressed, Commission staff is recommending **Special Conditions 1 through 10**, which would incorporate into this permit: 1) *a requirement to seek an amendment to this permit for any future development*; *2) native landscaping, drought tolerant non-invasive plants; 3) biological surveys and monitoring; 4) heron and egret noise impact minimization; 5) final lighting plans; 6) erosion control and water quality best management practices; 7) storage of construction materials, mechanized equipment and removal of construction debris best management practices; 8) basin inspection and maintenance program; 9) public access maintenance; and 10) U.S. Army Corps approval. As conditioned, the proposed development conforms with the marine resource protection and coastal access policies of the Coastal Act.*

Commission staff recommends **approval** of coastal development permit application 5-13-1292, as conditioned.

TABLE OF CONTENTS

I. MOTION AND RESOLUTION 5
II. STANDARD CONDITIONS 5
III. SPECIAL CONDITIONS 6
IV. FINDINGS AND DECLARATIONS 11
A. PROJECT DESCRIPTION AND LOCATION 11
B. JURISDICTION 12
C. BIOLOGICAL RESOURCES 13
D. WATER QUALITY 19
E. DREDGING AND PLACEMENT OF FILL IN COASTAL WATERS 21
F. VISUAL RESOURCES 23
G. PUBLIC ACCESS 24
H. RECREATION 25
I. LOCAL COASTAL PROGRAM 26
J. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) 28

APPENDICES

Appendix A – Substantive File Documents

EXHIBITS

Exhibit 1—Project Vicinity Map
Exhibit 2—Aerial Photograph
Exhibit 3—Project Title Sheet
Exhibit 4—Existing Site and Demolition Plan
Exhibit 5—Walking Trail Plan
Exhibit 6—Parapet Wall
Exhibit 7—Circulation Berm
Exhibit 8—Tide Gate Access Ramp Plan
Exhibit 9—Boat Ramp Plan
Exhibit 10—Access Ramp Plan
Exhibit 11—Tide Gate Sequence
Exhibit 12—Interpretive Signage
Exhibit 13—Landscaping Plan
Exhibit 14—Bike Path Plan
Exhibit 15—Catch Basin Plan
Exhibit 16—Perimeter Fence

I. MOTION AND RESOLUTION

Motion:

*I move that the Commission **approve** Coastal Development Permit Application No. 5-13-1292 subject to the conditions set forth in the staff recommendation.*

Staff recommends a **YES** vote on the foregoing motion. Passage of this motion will result in conditional approval of the permit and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

Resolution:

The Commission hereby approves a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

II. STANDARD CONDITIONS:

This permit is granted subject to the following standard conditions:

1. **Notice of Receipt and Acknowledgment**. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.

2. **Expiration.** If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.

3. **Interpretation.** Any questions of intent of interpretation of any condition will be resolved by the Executive Director or the Commission.

4. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.

5. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. SPECIAL CONDITIONS:

This permit is granted subject to the following special conditions:

1. **Future Development.** This permit is only for the development described in Coastal Development Permit No. 5-13-1292. Pursuant to Title 14 California Code of Regulations Section 13250(b)(6), the exemptions otherwise provided in Public Resources Code Section 30610(a) shall not apply to the development governed by Coastal Development Permit No. 5-13-1292. Accordingly, any future improvements to Oxford Basin authorized by this permit, including but not limited to, repair and maintenance identified as requiring a permit in Public Resources Section 30610(d) and Title 14 California Code of Regulations Sections 13252(a)-(b), shall require an amendment to Permit No. 5-13-1292 from the Commission or shall require an additional coastal development permit from the Commission or from the applicable certified local government.

2. **Native Landscaping, Drought Tolerant Non-Invasive Plants.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant will submit, for the review and written approval of the Executive Director, a landscaping plan prepared by a qualified biologist or licensed landscape architect. The plan shall include the following:

    a) Vegetated areas shall only consist of plants native to brackish wetland, transitional wetland/upland, and upland habitats typically occurring in southern California or non-native drought tolerant plants, which are non-invasive. No plant species listed as problematic and/or invasive by the California Native Plant Society (http://www.CNPS.org/), the California Invasive Plant Council (formerly the California Exotic Pest Plant Council) (http://www.cal-ipc.org/), or as may be identified from time to time by the State of California shall be employed or allowed to naturalize or persist on the site. No plant species listed as a 'noxious weed' by the State of California or the U.S. Federal Government shall be utilized within the property. All plants shall primarily be low or very low water plants as identified by California Department of Water Resources for South Coastal Region 3. (See: http://www.water.ca.gov/wateruseefficiency/docs/wucols00.pdf).

    b) Native trees (e.g. California sycamore, *Platanus racemosa var. racemosa*; black cottonwood, *Populus balsamifera ssp. trichocarpa*; Fremont cottonwood, *Populus fremontii ssp. fremontii*; white alder, *Alnus rhombifolia*) shall be added to the planting plan (see LS-4.4) in the northeast corner of Oxford Basin to create additional wading bird roosting and nesting habitat.

c) A map showing the types, size, and locations of all plant materials that will be on the site, the temporary irrigation system, topography of the developed site, and all other landscape features;

d) A schedule for installation of native plants/removal of non-native plants;

e) The site shall be stabilized immediately with jute matting or other BMPs after any grading occurs to minimize erosion during the raining season (November 1 to March 31) if plantings have not been fully established.

3. **Biological Surveys and Monitoring.** By acceptance of this Coastal Development Permit, the applicant agrees to retain the services of a qualified independent biologist or environmental resource specialist with appropriate avian survey and noise monitoring qualifications acceptable to the Executive Director. The qualified biologist or resource specialist will conduct surveys of trees on and adjacent to the project site (within 300 feet of any construction activities), just prior to any construction activities and once a week upon commencement of construction activities that include grading/dredging or use of other heavy equipment, and that will be carried out between December 1st and September 30th, inclusive. Such surveys shall identify the presence, nests, and eggs or young, of black-crowned night herons, snowy egrets, great egrets, great blue herons or other sensitive species in or near the project site. All surveys shall be submitted to the Executive Director of the Coastal Commission. In the event that the surveys identify any black-crowned night herons, snowy egrets, great egrets, great blue herons or other sensitive species exhibiting reproductive or nesting behavior on or adjacent to the project site (within 300 feet of any construction activities), the following measures shall be implemented:

a) A qualified biologist shall be present at all weekly construction meetings and during all significant construction activities including pile driving, jack hammering (concrete demolition) or other hardscape demolition, to ensure that nesting birds are not disturbed by construction related noise.

b) The qualified biologist shall be onsite monitoring birds and noise every day at the beginning of the project during the concentrated heavy equipment use.

c) The qualified biologist shall review the 2006 guidance issued by the USFWS for estimating the effects of auditory and visual disturbance to northern spotted owls and marbled murrelets. Should more recent guidance be available from the USFWS on this issue, however, the qualified biologist shall review and rely on the most recent guidance instead of the 2006 version.

d) The following list of variables, considered critical by the USFWS, shall be monitored by the qualified biologist assigned to this project: types of sound sources, distances from the sound sources to the birds, level of ambient noise in the environment, levels of anthropogenic (human-generated) noise, sound-modifying features of the environment, visual cues correlated with the noise, and behaviors

associated with sound sources including startle movements, changes in foraging or reproductive rituals, interruption feeding young, nest abandonment, etc.

4. **Heron and Egret Noise Impact Minimization.** Noise generated by construction including, but not limited to, pile driving, shall not exceed ambient noise levels at the construction site and in NO CASE shall construction noise exceed 85 dB(A) at any active nesting site. If construction noise exceeds 85 dB(A) sound mitigation measures such as sound shields, blankets around smaller equipment, mixing concrete batches off-site, use of muffler, and minimizing the use of back-up alarms shall be employed. If these sound mitigation measures do not reduce noise levels, construction within 300 feet of the nesting trees shall cease and shall not recommence until either new sound mitigation can be employed or nesting is complete. Construction staging areas or equipment shall not be located under any nesting trees and construction employees shall be prohibited from bringing pets (e.g.,dogs and cats) to the construction site. Bright upward shining lights shall not be used during construction.

5. **Lighting.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit, for the review and written approval of the Executive Director, a lighting plan for the proposed facility. The Plan shall indicate that all lighting from the facility will be directed onto the facility and all light shielded from the surrounding beach area. The permittee shall undertake development in accordance with the approved plans. Any proposed changes to the approved plans shall be reported to the Executive Director in order to determine if the proposed change shall require a permit amendment pursuant to the requirements of the Coastal Act and the California Code of Regulations.

6. **Stockpiling, Staging, Avoidance of Siltation, Erosion Control.**

A. Applicant shall not allow discharge of silt or debris into coastal waters as a result of this project. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall agree in writing to require that the final plans shall minimize construction impacts of the project and that all contracts and other written materials shall include the requirements listed below. The applicant shall further agree that the final plans shall identify acceptable locations for stockpiling and staging of materials; and shall include plans for control of erosion, stockpiled earth from trenches, and cement; as well as plans for the disposal of construction materials. The plans shall contain the following:

1) A delineation of the areas to be disturbed by grading or construction activities including any temporary trenches, staging and stockpile areas.

2) The plan shall include source control Best Management Practices as part of a written plan designed to control dust, concrete, demolition pavement or pipe removed during construction, and/ or construction materials, and standards for interim control and for clean up. All sediment waste and debris should be retained on-site unless removed to an appropriate approved dumping location outside the coastal zone. Contractors and County Inspectors shall monitor and contain oil or fuel leaks from vehicles and equipment.

3) The plan shall also include temporary erosion control measures should grading or site preparation cease for a period of more than 30 days, including but not limited to: filling or covering all holes in roadways such that traffic can continue to pass over disturbed areas, stabilization of all stockpiled fill, disturbed soils and trenches with shoring, sand bag barriers, silt fencing, temporary drains and swales and sediment basins. These temporary erosion control measures shall be monitored and maintained at least on a weekly basis until grading or construction operations resume.

B. Prior to commencement of construction the applicant and its contractor(s) shall provide for the review and approval of the Executive Director final plans and plan notes that conform with the requirements of item A above. No work shall take place until the Executive Director approves the plans in writing.

C. Conformance with plans. All work shall take place consistent with the plans submitted in compliance with A above.

7. **Storage of Construction Materials, Mechanized Equipment and Removal of Construction Debris.**

The permittee shall comply with the following construction-related requirements:

a) No demolition or construction materials, debris, or waste shall be placed or stored where it may enter sensitive habitat, receiving waters or a storm drain, or be subject to wave, wind, rain, or tidal erosion and dispersion.
b) No demolition or construction equipment, materials, or activity shall be placed in or occur in any location that would result in impacts to environmentally sensitive habitat areas, streams, wetlands or their buffers.
c) Any and all debris resulting from demolition or construction activities shall be removed from the project site within 24 hours of completion of the project.
d) Demolition or construction debris and sediment shall be removed from work areas each day that demolition or construction occurs to prevent the accumulation of sediment and other debris that may be discharged into coastal waters.
e) All trash and debris shall be disposed in the proper trash and recycling receptacles at the end of every construction day.
f) The applicant shall provide adequate disposal facilities for solid waste, including excess concrete, produced during demolition or construction.
g) Debris shall be disposed of at a legal disposal site or recycled at a recycling facility. If the disposal site is located in the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place unless the Executive Director determines that no amendment or new permit is legally required.
h) All stock piles and construction materials shall be covered, enclosed on all sides, shall be located as far away as possible from drain inlets and any waterway, and shall not be stored in contact with the soil.
i) Machinery and equipment shall be maintained and washed in confined areas specifically designed to control runoff. Thinners or solvents shall not be discharged into sanitary or storm sewer systems.

j) The discharge of any hazardous materials into any receiving waters shall be prohibited.
k) Spill prevention and control measures shall be implemented to ensure the proper handling and storage of petroleum products and other construction materials. Measures shall include a designated fueling and vehicle maintenance area with appropriate berms and protection to prevent any spillage of gasoline or related petroleum products or contact with runoff. The area shall be located as far away from the receiving waters and storm drain inlets as possible.
l) Best Management Practices (BMPs) and Good Housekeeping Practices (GHPs) designed to prevent spillage and/or runoff of demolition or construction-related materials, and to contain sediment or contaminants associated with demolition or construction activity, shall be implemented prior to the on-set of such activity.
m) All BMPs shall be maintained in a functional condition throughout the duration of construction activity.

8. **Basin Inspection and Maintenance Program**. Throughout the life of the development approved by this permit, the applicants shall exercise due diligence in periodically inspecting (at least once a year) the basin facilities that are subject to this coastal development permit. The permittee shall immediately undertake any repairs necessary to maintain the structural integrity of the berm, inlet and outlet, and to ensure that pieces of unattached plastic or other debris do not enter the marine environment. If the inspections confirm that the use of the plastic or other material used in the marina is harming marine resources, the use of such materials shall be stopped, and less harmful materials shall be used. Any change in the approved project shall be submitted to the Executive Director in order to determine if the proposed change shall require a permit amendment pursuant to the requirements of the Coastal Act and the California Code of Regulations.

9. **Public Access.** The adjacent public bicycle path shall remain open to the public during the construction period except for temporary disruptions that may occur during construction. Signs shall be posted to inform the public of the construction and the continued availability of the pathway.

10. **U.S. Army Corps of Engineers Approval.** PRIOR TO COMMENCEMENT OF CONSTRUCTION, the permittee shall provide to the Executive Director a copy of the final permit issued by U.S. Army Corps of Engineers, or letter of permission, or evidence that no permit or permission is required. The applicant shall inform the Executive Director of any changes to the project required by the U.S. Army Corps of Engineers. Such changes shall not be incorporated into the project until the applicant obtains a Commission amendment to this coastal development permit, unless the Executive Director determines that no amendment is required.

IV. FINDINGS AND DECLARATIONS:

A. PROJECT DESCRIPTION AND LOCATION

The subject site is a 10.7 acre area of open space located between Washington Blvd and Admiralty Way in unincorporated Marina del Rey, County of Los Angeles **(Exhibit 1)**. The Oxford Storm Water Retention Basin (Oxford Basin) is a flood control facility operated by the Los Angeles County Flood Control District, and the basin itself is a large retention pond that is inundated year-round with urban and storm water runoff, high groundwater, and controlled tidal inflows from Basin E of the Marina del Rey marina. The Basin was built in the late 1950's and 1960's to receive storm water from the surrounding low-lying neighborhoods in Venice.[1]

The project site is surrounded by residential and commercial land uses **(Exhibit 2)**. Approximately 200 feet to the north, across Washington Blvd. and along Oxford Avenue, there are single-family residences and commercial property. Approximately 100 feet to the northwest, on the opposite side of Washington Blvd., there are single-family residences. To the west there's a public parking lot, and to the northeast there are single-family residences, multi-family residences and commercial property. Hotel development is located to the south and the south side of Admiralty Way. An approximately 10 foot wide bicycle path (South Bay Bike Trail) continues from Yvonne B. Burke Park along the north side of the basin to Washington Boulevard. The Marina del Rey marina is located to the south across from Admiralty Way, and Yvonne B. Burke Park is located adjacent to the project site to the east.

The bottom and sloping sides of the basin are mud lined, except for the two storm drain inlets and slide gate, which are cement lined. The storm water drainage basin is designed to collect storm water runoff from the surrounding areas, which then drains into the marina. The basin itself contains brackish water, a mix of salt water from the basin's marina outlet and freshwater from the storm drains that outlet into the basin. Because the basin is a drainage impoundment, which is designed to collect runoff from drainage pipes that drain a highly urbanized area, the water quality is considered poor. And with the fluctuation in salinity, the water may not be suitable as fish habitat.

The County of Los Angeles Department of Public Works proposes to improve flood risk management, habitat quality, water quality, aesthetics, public access, and recreational opportunities in Oxford Retention Basin (Oxford Basin), Marina del Rey.

Flood risk management will be improved by the excavation of 3,000 cubic yards of sediment and sediment-associated pollutants (e.g. petroleum and metals) from the bottom of the Basin; in-kind replacement of two existing tide gates; construction of two-foot high parapet wall along the northern and western side of the basin as a preventative measure to add flood protection around the low lying area of the Basin **(Exhibit 6)**; and modification of existing catch basins on Oxford Avenue to prevent backflow, to include reconstruction of the existing 7-foot wide catch basin on the south side of Oxford Avenue with a new 12-inch connector pipe with a flap gate, as well as removal and replacement of existing valves in four catch basins on Oxford Avenue and Olive Street with more efficient flap gates **(Exhibit 15)**.

[1] Biological Evaluation of Oxford Basin Marina del Rey, Robert A. Hamilton, Hamilton Biological, Inc., November 22, 2010, available at http://dpw.lacounty.gov/pdd/marinadelrey/docs%5COXFORD_BioReport_2010-11-22.pdf

Habitat and water quality will be improved by the removal and replacement of approximately 161,000 square feet of existing non-native vegetation along the perimeter of the basin **(Exhibit 13)**; excavation of 6,700 cubic yards of contaminated sediment along the perimeter of the basin; construction of a circulation berm with emergent wetlands between the two existing tide gates to improve water circulation **(Exhibit 7)**; modification of existing headwall for the low-flow diversion at outlet of Storm Drain Project 3872 at the east end of the basin; modification of tide gate programming to allow an additional 1.5 vertical feet of tidal exchange **(Exhibit 11)**; installation of an irrigation system to help establish native landscaping; construction of a new vehicular access ramp at the east end of the basin near Storm Drain Project 3872 to allow access to the basin for routine maintenance, trash removal, and water quality monitoring **(Exhibit 10)**; installation of a steel-grated landing above the two tide gates to improve maintenance worker safety; installation of trash racks at the inflow and outflow gates; and construction of two bioretention systems along the southside of Admiralty Way to collect local run-off from the road.

Aesthetics and recreation will be improved by replacing the existing 6 to 8-foot high perimeter chain link fence with an approximately 3,550 linear feet, four-foot high tubular steel fence that reaches to eight-feet high around key flood control features for security and safety purposes, such as the inlets and the tide gates to create distance between the public area and the Basin's water edge ; construction of a six-foot wide decomposed granite walking trail around the perimeter of the Basin **(Exhibits 5 and 14)**; installation of wildlife friendly perimeter lighting; construction of a six observation areas (4 along Admiralty Way and 2 along Washington Blvd) with park benches; installation of wildlife interpretive signage to educate visitors about storm water pollution prevention measures **(Exhibit 12)**, native plants, and local wildlife; installation of a vegetated parkway buffer along Admiralty Way; and reconstruction of approximately 400 linear feet of the slope along Admiralty Way using green Terramesh soil reinforcement system or an approved equal substitute to stabilize the underlying soils.

Commission staff has received public comments from Douglas P. Fay. The public comments from Mr. Fay that are relevant to the proposed project have been addressed in the following staff report. The issues raised by Mr. Fay that are addressed in this staff report include, but are not limited to, a determination of the primary function of the Oxford Retention Basin, flood protection measures, water quality, habitat value, and recreational uses.

B. JURISDICTION

The proposed project is located within the County of Los Angeles' certified area of Marina del Rey. As a certified area the County has coastal permit jurisdiction; however, the Commission retains permit jurisdiction for any development proposed or undertaken on any tidelands, submerged lands, or on public trust lands, whether filled or unfilled (Section 30519 of the Coastal Act).

The Oxford Basin is a storm water retention basin designed to retain urban runoff from the surrounding developed areas and drains the runoff into the marina, however, due to the operation and design of the tide gate that outlets into the marina, seawater enters into the basin through the tide gate and into the basin. Therefore, the Commission has permit jurisdiction for that area of the basin that is tidally influenced.

Previously, based on information available at that time to Commission staff, the tide gate was thought to be one-directional, not allowing seawater from the marina to enter the basin, therefore, the basin was considered not tidally influenced. Accordingly, the basin was considered solely within the County's permit jurisdiction. However, upon review of additional documentation associated with the proposed project it was determined that the basin was tidally influenced and within the Commission's permit jurisdiction.

Accordingly, any development within the tidal area of the basin would require a coastal development permit from the Commission and the development outside of the tidal area would require a coastal development permit from the County. Section 30601.3 of the Coastal Act allows the Commission to process and act upon a consolidated coastal development permit application if a proposed project requires a coastal development permit from both the local government and the Commission and the applicant agrees to the consolidation. The County, as applicant, has agreed to consolidate the permit action.

The standard of review for a consolidated coastal development permit is the Chapter 3 policies of the Coastal Act with the certified LCP used guidance.

C. BIOLOGICAL RESOURCES

Section 30230 of the Coastal Act states:

> *Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.*

Section 30231 of the Coastal Act states:

> *The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.*

Section 30240 of the Coastal Act states:

> *(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.*

> *(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.*

As is stated in the certified Marina del Rey Local Coastal Program (MDR LCP), the Oxford Basin's primary purpose is to serve as a storm water retention facility. The MDR LCP and Mitigated Negative Declaration for this proposed project reiterate, and the County of Los Angeles has confirmed, that the Oxford Basin was designated as a "Bird Conservation Area" by the County of Los Angeles in January 1963. The motion approved by the Board of Supervisors in 1963 stated "it is appropriate Parcel 'P' be designated as a bird conservation area since such usage would be compatible with the parcel's primary designation as a drainage basin." The "Bird Conservation Area" designation, however, was not based on any formal project-specific study or plan, nor was it designated to be in conformance with an existing land-use policy. In addition, there was no formal management plan or other guidelines for ecological restoration for the newly designated "Bird Conservation Area." In June 1973, the Board of Supervisors adopted an agreement providing for the Los Angeles County Flood Control District (LACFCD) to assume the responsibility for the operation and maintenance of Oxford Basin as a flood control facility.

While the existing configuration of the land and water areas of Marina del Rey is an entirely artificial environment in that it was created through the dredging and filling of historic marshlands, it does provide habitat for numerous fish and wildlife species. The fish populations primarily include mosquitofish in the winter, and gobies and topsmelt in the summer when the water is more saline. The Oxford basin itself is vegetated with non-native grasses and Myoporum, and is used by some species of waterbirds for wading and roosting.

Starting in the mid-1990's, colonial waterbirds began roosting and nesting in mature ornamental, non-native landscape trees in Marina del Rey. According to a report (*Marina Del Rey Heronry*, by Jeffrey B. Froke, Ph.D., May 2006), in 2004-2005, there were approximately 27 trees (eucalyptus) located along the north side of the bicycle path, between the basin and the residential development along Oxford Avenue and Yvonne B. Burke Park, that were used for nesting by black-crowned night herons and snowy egrets. In 2009, nesting colonies of egrets and herons were observed at Yvonne B. Burke Park with an estimated 69 nests located in the eucalyptus, ficus and coral trees in and around the parking lot of the Park. In 2011, 10 snowy egret and 25 black-crowned night-heron nests were identified in trees between the eastern edge of the Ritz Carlton and Marina City Circle east entrance to the south and north of Admiralty Way. No state or federally listed bird species breed at Oxford Basin, although the federal and state listed as Endangered California least tern, the federally listed as Threatened western snowy plover, and the State listed as Endangered Belding's savannah sparrow could use the Basin for foraging. The MDR LCP that was certified in 1996, however, did not designate any areas within Marina del Rey as environmentally sensitive habitat areas (ESHA).

ESHA under the Coastal Act are those areas in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments. Section 30240 of the Coastal Act governs ESHA, and limits development in such areas except if the development is resource dependent. Previous periodic reviews of the MDR LCP have attempted to address the

issue of ESHA within Marina del Rey, with Commission and public comment at the time suggesting the need for more specific identification of potential ESHA areas within the Marina, as well as the need to ensure that the LCP contains adequate measures to protect heronries in the harbor. Yet, in a 2011 memorandum, Commission biologist Dr. Jonna Engel concluded that the non-native trees serving as heronries in Marina del Rey do not rise to the level of ESHA for the following reasons:

1. The lower Ballona Creek area did not likely support native trees historically, and lack of historic evidence for nesting herons and egrets implies that breeding colonies are new to this area. In this wetland location, nesting herons and egrets have not historically been an integral component of wetland health and proper functioning and therefore likely do not currently play an especially valuable ecosystem role in the Ballona Wetland ecosystem.
2. Individual heronries (stands of non-native trees) in Marina del Rey are ephemeral and non-native trees in Marina del Rey are abundant. Therefore, non-native tree stands in Marina del Rey are not rare, and individual stands do not play an especially valuable ecosystem role in the Ballona Wetland ecosystem by providing critical roosting and nesting space for herons and egrets, and,
3. The Department of Beaches and Harbors has revised and is enforcing their tree pruning and removal policies to ensure the health, survival, and persistence of trees and the bird species that nest in them. The policies include a 1:1 mitigation requirement for any tree that is removed. As a result of policy changes and commitment to enforcement, non-native tree stands in Marina del Rey are not easily disturbed and degraded by human activities and development as a result of pruning or removal.

Despite the steady increase in the numbers of individual birds and the numbers of species in the area since the mid-1990's, the MDR LCP further emphasizes that due to the birds tolerance of human activities and developments, no determination can be made that the birds are or could be disturbed or degraded by such human activities or developments. In addition, neither the colonial waterbirds nor their habitat are rare or especially valuable because of their special nature or role in the ecosystem. Therefore, no ESHA has been designated within Marina del Rey and no Coastal Act policies relating to ESHA are applicable in the Commission's review of the proposed project.

Colonial waterbirds and their heronries, however, are considered Important Biological Resources (IBR), which warrant policy protection as coastal resources. The MDR LCP acknowledges that herons and egrets have continued to increase in number in Marina del Rey, and the Oxford Basin is now the location of the largest roosting congregations of snowy egrets, black crowned night herons, and great egrets in the area. Oxford Basin is also identified in the MDR LCP as an ideal place to encourage colonial water bird foraging because human/bird conflicts are rare. Accordingly, the proposed project must comply with Coastal Act sections 30230, 30231, 30233, and 30250.

Various proposals have been advanced over the years to improve the area as a wild bird habitat, however, the L.A. County Natural History Museum conducted a 17-month long study of the area *(The Birds of the Conservation* Area by Ralph W. Schreiber and Charles F. Dock, 1980), which described the area as "not an important component of the overall pattern of avian distribution in the L.A. area." The report cited numerous drawbacks, including the limited size and isolation of the area, and its proximity to tall apartment complexes, which cut Oxford Basin off from the general

path of bird movement in the surrounding vicinity. The report concluded that it is very unlikely that the area could ever be improved to serve as a wild bird habitat, and due to the present level of pollutants in the sediments, it could be harmful to birds to feed on the invertebrates in the mud along the banks.

Even though the Oxford Basin's primary purpose is to serve as a flood control facility, the MDR LCP does suggest that opportunities exist to substantially increase Oxford Basin's habitat values without compromising its flood control mission. While the MDR LCP recognizes that regular maintenance, including general inspection of the facility; removal of sediments; operation of the tide gates; and management of water levels are necessary, such maintenance and management activities are also to be designed to meet flood control and water quality goals; enhance wildlife habitat; and regulate public activities to avoid conflicts with public works and wildlife enhancement projects.

In fact, components of this proposed project were known prior to certification of the MDR LCP – and are incorporated into this proposed project – such as the removal of non-native landscaping and increased public access to the margins of the Oxford Basin. The MDR LCP even suggests a phased plan to remove the invasive non-native trees and to replace them with native and non-invasive that will allow for roosting and nesting to continue.

The proposed Oxford Base Multiuse Enhancement Project satisfies the requirements in the MDR LCP and is consistent with the Coastal Act. For example, the replacement of 161,000 square feet of non-native vegetation with native vegetation will enhance the wildlife habitat, because it will provide more appropriate foraging, roosting, and nesting habitat for native birds. The trees designated for removal are not used by colonial nesting birds, are diseased, and have little biological value. In fact, no trees will be removed that have been used by herons and egrets for nesting within the last 5 years. Tree removal practices will be consistent with the Marina del Rey Tree Pruning and Tree Removal Policy in the MDR LCP, which state that trees without active nests are to be removed in the non-breeding season. Also, if trees are designated to be removed during the breeding/nesting season from January 1 through September 30, a survey is to be conducted by a qualified biologist at least 14 days prior to tree removal, and removal of any tree within 300 feet of an active waterbird nest must be performed with hand tools, otherwise the removal must be postponed until juveniles have left and nesting has not recommenced.

In addition, the proposed vegetated parkway along Admiralty Way will serve to buffer wildlife from the impacts caused by the adjacent traffic. And, the lighting around the basin will be wildlife friendly. The passive recreation and other non-essential human uses will not conflict with the management of the wildlife habitat. Finally, tree removal, tree planting, and construction near egret, heron, water bird or raptor nesting sites will be implemented in accordance with the Conservation and Management plan for Marina del Rey.

Construction is not expected to impact snowy plovers and Belding's savannah sparrows because they have never been observed in Oxford Basin, nor do they breed near the Basin. Oxford Basin would not be available for least tern foraging, however, no least terns have been observed in Oxford Basin in recent bird surveys. Least terns rarely use Oxford Basin and other water bodies are available for foraging, therefore, the loss of Oxford Basin for foraging is not expected to

significantly impact the least tern. Construction staging areas are also not to be located under any nesting trees.

The improved water quality that is expected to result after completion of this project is projected to support a larger fish community, and improve foraging opportunities for California least terns. The loss of individual estuarine fish species in the short term is not expected to affect the long-term population levels of least terns.

Given the Oxford Retention Basin's primary purpose as a storm water retention facility, while acknowledging that the Basin supports important biological resources that warrant protection under the Coastal Act, the proposed Oxford Basin Multiuse Enhancement Project both adheres to the MDR LCP policies, and is consistent with Sections 30230, 30231, and 30240 of the Coastal Act.

The proposed project will also include replacing the exiting trash racks with new racks. Existing racks on the inlets catch and prevent larger debris from entering into the basin and allow for easier collection of debris by County maintenance personnel. Racks on the outlet prevent debris from entering into the marina. A concern with racks along the outlet to the marina is that they could prevent fish and other marine life from being able to pass through the racks to the basin. The applicant has consulted with California Department of Fish and Wildlife and has designed the racks that will allow passage of marine life that has typically been found in the basin.

1. Noise Impacts on Birds

The effects of highway and construction noise upon birds are not well known, however, significant noise levels may impact birds in a number of ways. Continuous noise above the ambient environment or single or multiple loud impulse noise may produce changes in bird foraging and reproductive behavior; mask signals birds use to communicate; mask biological signals impairing detection of sounds of predators and/or prey; decrease hearing sensitivity temporarily or permanently; and/or increase stress and alter reproductive and other hormone levels[2]

Sixty decibels (60 dB) is a widely used threshold for projects involving heavy equipment in areas supporting sensitive bird species. This threshold criterion is used by many agencies and consultants as the noise threshold, above which, birds may be adversely impacted. While this decibel range appears to be widely accepted and employed for projects involving potential noise impacts upon birds, its use is without well founded scientific justification.[3] Noise levels in quiet outdoor rural areas range from 40 to 45 dB(A)[4] and from 50-55 dB(A) in quiet suburban areas.[5] The 60 dB criterion stems from taking average ambient environment noise measurements and determining at what noise level, beyond that measured in the natural environment, would one expect to see adverse

[2] Longcore, T. & C. Rich. 2001. A Review of the Ecological Effects of Road Reconfiguration and Expansion on Coastal Wetland Ecosystems. The Urban Wildlands Group

[3] James, R.A. 2006. California innovation with highway noise and bird issues. In: Proceedings of the 2005 International Conference on Ecology and Transportation, Eds. Irwin CL, Garrett P, McDermott KP. Center for Transportation and the Environment, North Carolina State University, Raleigh, NC: p. 569.

[4] dB(A) – a weighted decibel average

[5] Ouis, D. 2001. Annoyance from road traffic noise: a review. Journal of Environmental Psychology. Vol. 21, pgs. 101-120.

effects on avian vocal communication.[6] And while this criterion is valuable as a starting point because it is conservative and protective, ambient environment noise levels must also be analyzed and figured into the decibel thresholds applied to projects on a case by case basis. Rural areas will have much lower exposure to significant ambient noise compared to urban areas. And while all projects have specific and unique circumstances, those with the potential to adversely impact sensitive bird species due to increased noise levels must minimize those noise impacts to the maximum extent possible.

The MDR LCP includes noise monitoring policies to ensure that nesting birds are not disturbed by the noise generated from construction related activities. Specifically, the MDR LCP states that noise levels from construction shall not exceed 85dB, and the burden of proof is on the project proponent to demonstrate that nesting birds can safely tolerate higher levels.

Here, the Mitigated Negative Declaration found that existing recent ambient noise levels range from 51-74 dBA, and the dominant noise sources include traffic vehicle noise and airplane flyovers. Ambient noise levels measured in 2009 ranged from 60 to 111dB with the quieter ambient noise levels located north of the proposed project in the residential neighborhood and the higher ambient noise levels located near known egret and heron rookeries.

The operational noise for the Oxford Basin Multiuse Enhancement Project will include occasional boat noise for maintenance and human voice along the proposed walk/job trail, however, the project is situated in an urban area and occasional boat and human noise will not substantially increase ambient noise levels over the existing conditions.

In addition, the Mitigated Negative Declaration found that the proposed berm construction will result in the highest construction noise levels due to the greatest number of equipment vehicles to be used simultaneously. And even under this worst case scenario, the noise levels will not violate the daytime noise level limits at sensitive receptors within 100 feet of construction.

To reduce noise impacts to Less than Significant, Mitigation Measure BIO-1 is to be implemented, which, in part, as specified in Policies 23 and 34 of the MDR LCP, states that noise monitoring at active nests will be implemented, and noise should not exceed 85dB or peak preconstruction ambient noise levels at those active nesting sites. In addition, if construction noise at any active nesting site exceeds 85dB or the existing ambient noise levels, a qualified biologist shall monitor nesting birds and provide guidance to contractors to mitigate noise impacts. If the biologist determines that nesting birds are being disturbed, sound shields, sound walls, or blankets around engines are permitted. In the event that the sound mitigation measures prove ineffective at reducing noise levels below the threshold, construction within 300 feet of the nesting trees is to cease, and shall not continue again until new mitigation measures can be employed, the biologist determines that nesting birds are no longer being disturbed, or nesting has completed.

Therefore, as proposed, the Oxford Basin Multiuse Enhancement adheres to the MDR LCP policies, and is consistent with Chapter three policies of the Coastal Act.

[6] Op. Cit. Dooling & Popper 2007

2. Lighting

The proposed project is designed with wildlife friendly lighting. . Depending on the design and intensity of the lighting, wildlife could be disturbed unless the lighting is properly controlled. Lighting impacts can be minimized by controlling the direction, amount, and intensity of the light. Here, the applicant is proposing to install 43-inch-high bollard lighting, which are to be spaced 25-feet apart on the Basin side of the paths and directed down onto the path. Accordingly, Special Condition No. 5 requires the applicant to submit a final lighting plan. The plan shall indicate the use of low intensity lighting, that light will be directed toward the ground and away from sensitive biological habitat (e.g. using light shields and directional lenses, as appropriate), and minimizing the amount of lighting required.

E. WATER QUALITY

In addition to Sections 30230 and 30231 of the Coastal Act relating to water quality, Section 30232 states:

> *Protection against spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.*

Policy 4.1 of the Marina del Rey Local Coastal Program states:

> *All new development and redevelopment shall be designed to prevent and minimize the discharge of pollutants that would cause or contribute to receiving water impairment or exceedences of state water quality standards.*

As was highlighted in the findings of the most recent Major MDR LCP amendment (1-11), storm water runoff (including storm water discharges) continues to be the largest source of pollution not only in Santa Monica Bay, but across California. Such pollution has been determined to be the predominant cause of beach closures in the state. And, water quality in the Marina is heavily impacted by storm drain run off and pollutants from Ballona Creek and the Oxford Retention Basin. Accordingly, the Commission, in reviewing and acting on Local Coastal Program submittals and amendments and has continued to update and strengthen LCP provisions concerning water quality. The MDR LCP includes a number of policies concerning the prevention or minimization of pollutants that cause or contribute to degradation of water quality. In general, these polices encourage a variety of structural and non-structural Best Management Practices (BMPs) designed to reduce the volume, velocity, and pollutant load of storm water and dry weather flows leaving a particular site.

The Oxford Basin is recognized in the MDR LCP as a more significant source of pollutants for the Marina than Ballona Creek- located to the south of the Marina -relative to their volumes of flow. Oxford Basin is such a significant source of pollution, because it receives storm flows from two incoming storm drains (Project 3872 and Project 5243) [and is connected to Marina del Rey Basin E by two large underground storm drains]. The proposed project will serve to improve water quality

by 1) removing and replacing 6,700 cubic yards of contaminated soils along the perimeter of the basin with clean import fill; 2) constructing a circulation berm between the two existing tide gates to improve water circulation thereby mimicking the natural flow and increasing dissolved oxygen levels of the water; 3) modifying the existing headwall for the low-flow diversion at the outlet of Project 3872 located in the eastern end of the Basin; and 4) modifying the tide gate programming to allow an additional 1.5 vertical feet of tidal exchange.

The existing tide gates operate differently depending on whether the weather is wet or dry. During wet weather, Los Angeles County crews drain the basin by opening the gates during falling tides and closing the gates at the lowest tide. This procedure allows water to drain out to Marina del Rey, but prevents the water from entering Oxford Basin. Storm flows are then released into Marina del Rey during the next low tide.

During dry weather, the tide gates are automatically controlled, which allows the water level in Oxford Basin to follow the tides in Marina del Rey. The current maximum water level in Oxford Basin during dry weather is set at 0.0 feet Mean Sea Level (MSL). This maximum water level is set to prevent seawater from entering the basin and overtopping the headwall for the low-flow diversion on Project 3872, which is at an elevation of 0.5 feet MSL. As part of the proposed project, this headwall will be raised to 2.0 feet MSL in order to allow an additional 1.5 feet of tidal exchange for each tidal cycle.

The circulation berm will extend to the headwall and is designed to separate the two tide gates. The proposed operational program for the tide gates will allow rising tides in one of the gates and falling tides out the other gate. Such a program is designed to force the water to travel around the circulation berm before exiting Oxford basin. The goal is to increase circulation, which is expected to increase dissolved oxygen, discourage stratification, and discourage the formation of matted algae.

The proposed project will also utilize PVC coated wire mesh in construction of the circulation berm. The use of PVC coated wire mesh is preferred here, because the TMDL established for this area requires the reduction of soluble metals into the marine environment. Although the Commission is concerned with plastics entering the marine environment, exposure of the plastic in this case will be limited due to the placement of topsoil and plants on the berm, and the fact that use of the area is limited to County personnel. In addition, the PVC material is UV stabilized, which should make it durable enough to withstand exposure to the type of elements present in this marine environment. Accordingly, damage to the plastic material whether inadvertent or otherwise is not expected.

Since the proposed project involves construction in and adjacent to the water, the proposed work may have adverse impacts upon water quality and the marine environment. The potential adverse impacts to water quality include accidental spills, disposing of debris in the water, and increased turbidity. Resuspended sediments have the potential to reduce water clarity and decrease ambient dissolved oxygen concentrations in the water column during construction if the sediments are anoxic.

The improper storage of construction equipment and materials during construction can also contribute to adverse water quality impacts; therefore, the Commission finds it necessary to identify

the following construction related restrictions: 1) all construction materials and equipment shall be stored on impervious surfaces only; 2) all construction materials or waste shall be stored in a manner which prevents their movement via runoff, or any other means, into coastal waters; and 3) any and all construction equipment, materials and debris are to be removed from project site and discarded or stored in an appropriate manner at the conclusion of construction. Thus, to assure that adverse impacts to water quality are minimized, the Commission imposes Special Conditions 5 and 6, which requires the applicant to utilize BMPs including those described above. The special condition will help supplement the applicant's water quality program and ensure that the applicant's program is consistent with the Commission's water quality requirements for development in the water.

In addition, during construction, special precautions will be followed to ensure that materials are stored properly and debris is disposed of at an appropriate location. To keep the marina water from entering the work area around the tide gate during construction, the applicant will bulkhead the existing 84" pipe and 72" box with a water filled bladder. A crane will be used to remove and replace the gates. The removal of sediment in Oxford Basin would be done when the water is drained from the Basin with the tide gates closed; accordingly, sediment disturbance would not result in the transport of contaminants to Marina del Rey. Best Management Practices (BMPs) would be followed during construction to avoid the spill or leakage of fuels from construction equipment. Construction activities would also follow policy 4.6 (Construction Maintenance Responsibilities and Debris Removal) in the MDR LCP to avoid adding pollution of Marina del Rey waters. Once construction is complete, the County will continue to maintain the area. Only as conditioned for appropriate construction practices and proper maintenance does the Commission find that the proposed development is consistent with Sections 30230, 30231 and 30232 of the Coastal Act.

E. DREDGING AND PLACEMENT OF FILL IN COASTAL WATERS

Section 30233 of the Coastal Act states, in part:

> *(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:*
>
> *(1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.*
>
> *(2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.*
>
> *(3) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.*

(4) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.

(5) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.

(6) Restoration purposes.

(7) Nature study, aquaculture, or similar resource dependent activities.

Section 30233 of the Coastal Act allows filling of coastal waters and wetlands only under very limited circumstances. Under this section, any approved filling of open coastal waters or wetlands must be for an allowable use, mitigation measures must be provided to minimize adverse environmental effects, and the project requiring the fill must be found to be the least environmentally damaging alternative. In this case, the proposed fill – construction of a circulation berm – would result from the use of a engineered soil reinforcement system made from PVC coated wire mesh, imported fill, and 4" – 8" rocks with emergent wetlands placed along the berm placed within a tidally influenced flood control basin. The amount of fill of the wetland area (mud lined banks and bottom) resulting from construction of the circulation berm would be 0.45 acres. The placement of emergent wetlands alongside the circulation berm and the replacement of non-native vegetation with native vegetation around the perimeter of the basin will result in an increase of 0.28 acres of wetlands.

In past projects that included filling of coastal waters and impacts to wetlands, the Commission has required that impacts be mitigated with replacement or enhancement of similar habitat at a ratio of 2:1 (mitigation to impact) or greater. A 2:1 mitigation ratio or greater is not required for this proposed project, however, since the proposed project will enhance the over 10 acres of land within the Oxford Basin. Furthermore, as stated in the Biological Resources section of this staff report, Oxford Basin is a flood control facility, and due to the low habitat value of the impacted area, ESHA does not exist. As proposed, many substantial enhancements to Oxford Basin's habitat and water quality will result from this project including, but not limited to, removal of existing non-native vegetation and replacement with native or non-native drought-tolerant non-invasive plants, removal of contaminated soils from the bottom and perimeter of the Basin, as well as construction of a circulation berm and modification of the tide gates to improve the circulation of water and water quality. Over 5 acres of wetlands currently exist in Oxford Basin and the project is increasing overall wetlands by 0.28 acres. Therefore, the proposed enhancements of the entire 10 acre flood control basin offset the need for additional wetland mitigation.

In addition, because the proposed fill is minor and necessary for the proposed public service purpose (water quality improvements), and thus allowable fill of wetlands under section 30233 of the Coastal Act. Further, there is no feasible less environmentally damaging alternative. The recommended special conditions of approval, including the timing condition to protect nesting birds, monitoring for continued maintenance, and wetland mitigation, will mitigate the potential adverse environmental effects of the proposed project. Evidence of final or conditional approval from the U.S. Army Corps of Engineers will pinpoint for the Commission whether such approvals have any effect upon this coastal development permit approval. Therefore, the Commission imposes Special Condition No. 10, which requires that the applicant submit evidence of approval from the U.S. Army Corps of Engineers

prior to commencement of construction. As conditioned above, the Commission finds that the proposed project is consistent with the marine resource and water quality policies of the Coastal Act.

F. VISUAL RESOURCES

Section 30251 of the Coastal Act states:

> *The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be siteed and designed to protect views to and along the ocean and scenic coastal areas, to minimize alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where fefasbile, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastaline Preservation and Recreation Plan prepared by the department of Parks and Recreation and by local government shall be subordinate to the character of its setting.*

The Coastal Visual Resource protection policies of the certified MDR LCP address development and the protection of marine views. The MDR LCP states in part:

> ***Views of the Harbor a Priority***. *Maintaining and enhancing views of the Marina shall be a priority goal of this Plan….*

The Oxford Basin is located in a highly developed area, surrounded by commercial and residential land uses. The subject site does provide views of vegetation, and wildlife that are found within the flood control basin from the public walkways that surround the basin along Admiralty Way, Washington Boulevard, the bicycle/pedestrian pathway that connects Yvonne B. Burke Park with Washington Boulevard, and the adjacent County public parking lot located along the western edge of the Basin.

The proposed project will, in part, replace the existing 6 to 8-foot high chain link fence with a 4 to 8-foot high tubular steel fence around the perimeter of the Basin; remove non-native trees and replace them with native trees and shrubs; construct a six-foot wide walking trail with wildlife friendly lighting around the perimeter of the basin; construct six observation areas with park benches overlooking the basin; install interpretive signage at the observation decks and along the walking trail; and will install a vegetated parkway along Admiralty Way. Such actions have the potential to impact visual resources, however, the existing views will largely be retained and enhanced.

Furthermore, the basin is a storm water control basin and is not considered a coastal scenic resource, however, the proposed project will improve the visual quality of the basin through re-landscaping with native plants and increasing the habitat value which could attract more birds for public viewing, and the provision of view areas with sitting areas. The proposed project is creating an area that was degraded and had very little scenic or public recreational value and creating an area that provides for public viewing. The proposed landscape plan will remove dead or dying non-native vegetation, such as myoporum,, and replant the area with native plants. The removal and

replanting will open up areas to improve public views of the basin from the surrounding public areas, as well as provide better habitat for native bird species.

No designated scenic vistas or scenic corridors are present near the project site. A part of the Coastal Alignment from Ventura County Line to Orange County Line, that follows Via Marina at Pacific Avenue north to Admiralty Way, Admiralty Way to Fiji Way, Fiji east to Lincoln Boulevard, and Fiji west to its terminus is identified by the County of Los Angeles in Section 2, Number 9 (Coastal Visual Resources) of the MDR LCP and the Scenic Highway Element of the Los Angeles County General Plan, however, it is only proposed as a scenic highway. In addition, no native trees, archaeological or historic buildings of aesthetic value are present on the project site. The change in landscaping would be consistent with the landscape in the surrounding area, and would improve the visual appearance compared to the existing condition. Any construction related impacts would be temporary, although the new vegetation will take time to reach maturity in order to provide the aesthetic improvements that are expected. Therefore, since the proposed project will not alter the scenic highway pathway that is identified in the MDR LCP, and will not restrict existing public views, the proposed project is consistent with Section 30251 of the Coastal Act.

G. PUBLIC ACCESS

Coastal Act Section 30210 states:

> *In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.*

Coastal Act Section 30211 states:

> *Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.*

Coastal Act Sections 30210 and 30211 mandate that maximum public access and recreational opportunities be provided and that development not interfere with the public's right to access the coast.

The MDR LCP acknowledges that there is a strong demand for public access and public use of coastal resources in Los Angeles, however, the marina itself has no shoreline, only a continuous bulkhead. Still the MDR LCP explicitly states that public access to the shoreline is a priority and that existing public access to the shoreline or water front shall be protected and maintained. The Oxford Basin project site is located adjacent to a paved public bicycle path (South Bay Bike Trail) and Yvonne B. Burke Park. The approximately 10-foot wide paved pathway does not provide access to the beach, however, the pathway is a segment of the coastal bicycle access route and provides bicycle and pedestrian access from the Marina area to Washington Boulevard and the Venice area of the City of Los Angeles to the north. In addition, the existing sidewalk along Admiralty Way will be replaced with an approximately 6-foot wide landscaped parkway and 6-8-foot wide decomposed granite walking trail, neither of which provide access to the beach. This walkway will improve access along the roadway by providing a wider pedestrian way

than what is currently there (approximately 4 foot wide) and providing greater separation between the roadway and pedestrians.

According to the Mitigated Negative Declaration, a comprehensive and detailed parking study was performed to assess the public parking needs within Marina del Rey. The parking study concluded that public parking lots in the area are underutilized, and that there would be more than adequate public parking available to meet current and future needs. Two public parking lots are adjacent to the Oxford Basin: Lot 7 located at 4350 Admiralty Way has 120 parking spaces, Lot 9 located at 14110 Palawan Way has 186 parking spaces, and street parking is available on Washington Blvd. Therefore, no impacts to parking are expected to occur as a result of this project, and the project is not a project that will generate a parking demand since it is an existing flood control basin and the improvements are designed to improve the appearance of the existing basin.

While construction areas would be fenced during construction; signs would be placed to warn recreational users of the construction activities taking place; and a bike detour may also be provided as an additional safety measure, the project will not significantly impact public coastal access or recreational opportunities, therefore, the project is consistent with Sections 30210 and 30211of the Coastal Act.

H. RECREATION

Section 30604(c) of the Coastal Act requires that every coastal development permit issued for development that is between the first public road and the sea, or shoreline of any body of water located within the coastal zone, must be consistent with the public access and public recreation policies of the Coastal Act. The Coastal Act requires that lands suitable for public recreation be designated for recreation. Development that is coastal dependent or that supports the public's use of the beaches and waters of the state is preferred over other uses. The Coastal Act recreation policies also require provision and protection of lower-cost facilities and provision of adequate recreational land by residential uses so that new residents do not overcrowd coastal recreation areas to the exclusion of others. These policies are set forth in the following sections of the Coastal Act:

Section 30213:

> *Lower cost visitor and recreational facilities shall be protected, encouraged, and where feasible, provided. Developments providing public recreational opportunities are preferred.*

Section 30221:

> *Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.*

Section 30223:

> *Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.*

The protection, enhancement, and provision of public access and recreation is an important aspect of the Coastal Act, because they allow the public to exercise their right to access the beach as provided by the California Constitution. Marina del Rey is a favorable location to provide amenities that will enhance the general publics' access to the coast. In this case, the Oxford Basin Multiuse Enhancement Project will retain the existing bike path; install a new walking trail adjacent to the bike path around the perimeter of the Basin; and will construct six observation areas with park benches overlooking the basin. The bike path, walking trail and observation areas will only serve to enhance passive recreational opportunities in the area, therefore, the proposed project is consistent with the MDR LCP and the Coastal Act.

I. LOCAL COASTAL PROGRAM

Section 30604(a) of the Coastal Act provides that the Commission shall issue a Coastal Development Permit only if the project will not prejudice the ability of the local government having jurisdiction to prepare a Local Coastal Program which conforms with Chapter 3 policies of the Coastal Act:

> *(a) Prior to certification of the Local Coastal Program, a coastal development permit shall be issued if the issuing agency, or the commission on appeal, finds that the proposed development is in conformity with the provisions of Chapter 3 (commencing with Section 30200) of this division and that the permitted development will not prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200). A denial of a Coastal Development Permit on grounds it would prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200) shall be accompanied by a specific finding which sets forth the basis for such conclusion.*

In 1984, the Commission certified the County's Land Use Plan portion of the Marina Del Rey/Ballona segment of the County of Los Angeles Local Coastal Program. Subsequent to the Commission's certification, the City of Los Angeles annexed over 525 acres of undeveloped land, which was a portion of the County's LCP area located south of Ballona Creek and east of Lincoln Boulevard (known as Area B and C). Subsequent to the City's annexation, the City submitted the identical Land Use Plan (the Playa Vista segment of the City's Local Coastal Program) covering the City's portion of the original County LCP area. The Commission certified the LCP for the annexed area with suggested modifications on December 9, 1986. The County also resubmitted those portions of their previously certified LCP that applied to areas still under County jurisdiction, including the area known as Area "A", and the existing Marina. The Commission certified the County of Los Angeles' revised Marina Del Rey land Use Plan on December 9, 1986.

On September 12, 1990, the Commission certified, with suggested modifications, an Implementation Program pertaining to the existing marina. The undeveloped area in the County, Playa Vista Area "A" was segmented from the marina and no ordinances were certified for the area. After accepting the suggested modifications, the Commission effectively certified the Marina Del Rey LCP and the County assumed permit issuing authority.

In 1995, the County submitted an amendment to the LCP. In May 1995, the Commission certified the LCPA with suggested modifications. The County accepted the modifications and the LCP was effectively certified as amended.

On November 10, 2011, the Commission approved LCP amendment No. 1-11 with suggested modifications. At the February 2012 hearing, the Commission concurred with the Executive Director's determination that the County's action accepting the suggested modifications was legally adequate and effectively certified the LCP amendment No. 1-11. The amendment adjusted the location of development authorized by the existing certified LCP; incorporated changes in response to the Periodic Review; and made minor grammatical, typographical and reference corrections. The LCPA addressed four specific projects (the "Pipeline Projects"):

1. Parcels 10 - A proposal to demolish an existing 136 unit apartment complex, located on Marina del Rey lease parcel 10R, and to build in its place a new apartment complex with 400 units.

   Parcel FF – A proposal to demolish an existing 201 space public parking lot, located on Marina del Rey lease parcel FF, and to build in its place a new apartment complex with 126 units. An in lieu fee for this project is required to replace half of the public parking spots on the existing lot to a location near Chace Park. In addition, the project is also conditioned to provide funds to build a wetland park on the southern portion of Marina del Rey lease parcel 9 and to build a transient boat dock in the basin adjacent to Parcel 9.

2. Parcel OT – A proposal to demolish an existing 186 space public parking lot, and to build in its place a 114-unit Senior Accommodations Facility on Marina del Rey lease parcel OT. This facility would also include 3,500 square feet of Visitor-Serving/Convenience Commercial space and 92 public parking spaces.

3. Parcels 49/77 - A Request for Proposals (RFP) was released, in October of 2009, by the County of Los Angeles for a mixed use project to be built on Marina del Rey lease parcels 49 and 77. The RFP asked for proposals to convert an existing public parking lot and boat storage area into one of the three following options:

   i. Option 1 = A 135,000 square foot Visitor-Serving/Convenience Commercial center.

   ii. Option 2 = A 116,495 square foot Visitor-Serving/Convenience Commercial center with 255 dwelling units.

   iii. Option 3 = Either of the first two options with the addition of a 26,000 square foot Beaches and Harbors administration building.

The proposed project is conditioned to require that all of the boating amenities currently onsite will be replaced prior to construction of the project

4. Parcel 52/GG – A proposal to demolish an existing 238 space temporary public parking lot, the Department of Beaches and Harbor's trailer complex and the Sheriff's Boatwright/Life Guard facility and replace them with a 345 space dry stack boat storage facility with an additional area for 30 mast up storage spaces.

In addition to the four pipeline projects, the amendment also changed the designated land use on Parcel 9 from "Hotel" to "Hotel" and "Open Space" and included policies to allow the future development of an approximately 1.5 acre "Wetland Park" and restore and enhance the existing wetlands as a tidally influenced salt marsh.

The certified LCP designates Parcel P (Oxford Basin) as a Flood Control Basin and contains policies to improve water quality and recreation, and enhance the biological activity of the site, including bird habitat. As proposed, the project will improve the capacity of the basin, including water quality by removing contaminated sediments and improving water circulation; provide and enhance access and recreational activity along the perimeter; and enhance bird and marine life habitat, while maintaining the basin's primary flood control function.

For the reasons stated in this report, the proposed development, as conditioned, is consistent with the certified MDR LCP. In this case, that finding can be made since the proposed project, as conditioned, is consistent with the land use, biological resources, marine resources, access, recreation, coastal visual resources, and water quality policies of the County's MDR LCP, the Commission's approval of the project will not prejudice the ability of the County to prepare a Local Coastal Program for the remainder of the uncertified portions of the coastal zone within the County's jurisdiction that is in conformity with the provisions of Chapter 3. Therefore, the Commission approves the Coastal Development Permit.

J. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Section 13096(a) of the Commission's administrative regulations requires Commission approval of Coastal Development Permit applications to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available, which would substantially lessen any significant adverse effect which the activity may have on the environment.

As conditioned, there are no feasible alternatives or mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the proposed project is found consistent with CEQA and the policies of the Coastal Act.

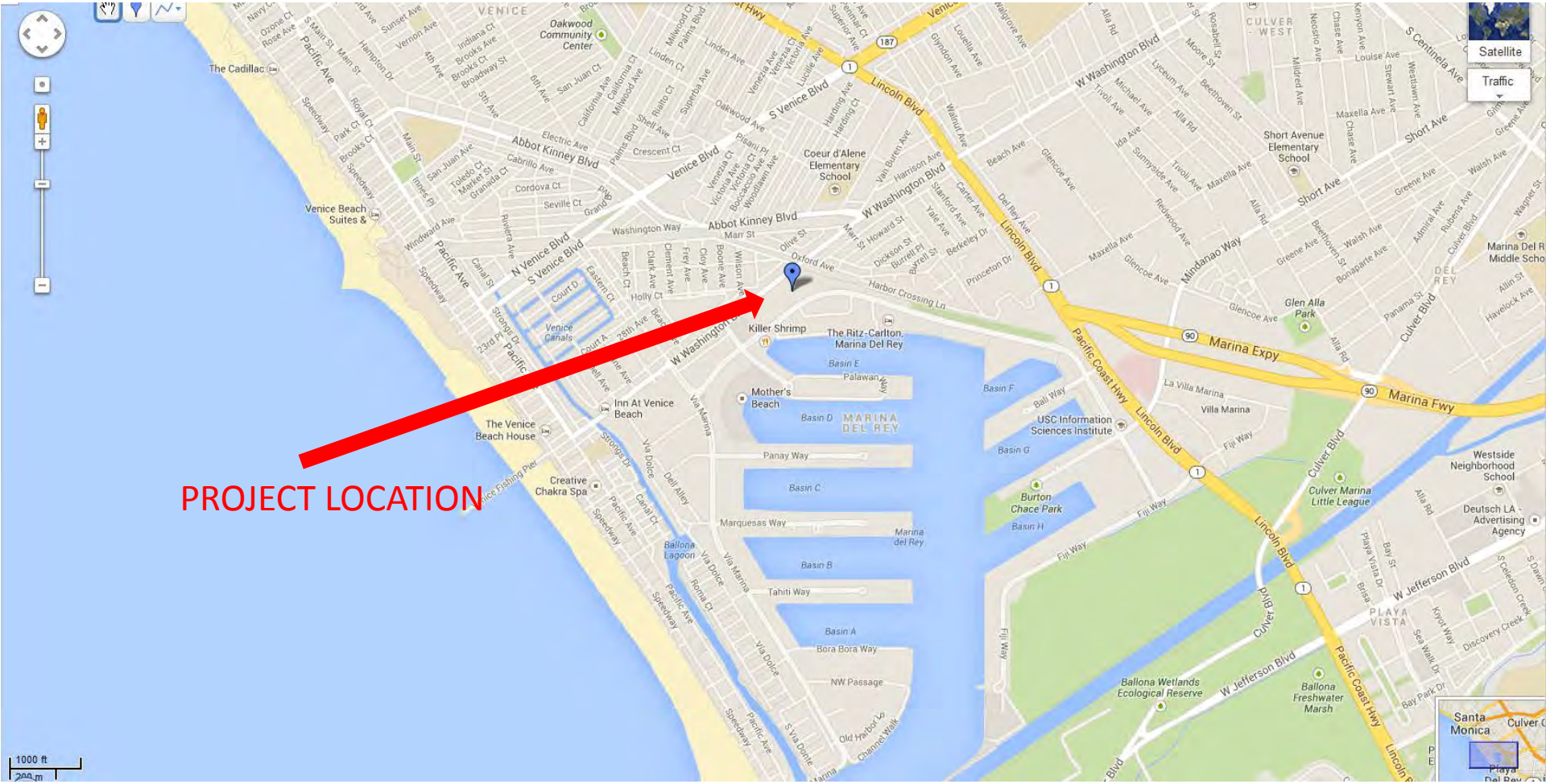
APPENDIX A

Substantive File Documents: Marina del Rey certified Local Coastal Program (2012); Coastal Development Permit Application File No. 5-13-1292; Final Mitigated Negative Declaration and Initial Study Oxford Basin Multiuse Enhancement Project (2013).

EXHIBIT# 1
Vicinity Map
1 of 1

Application Number:
5 - 1 3 - 1 2 9 2

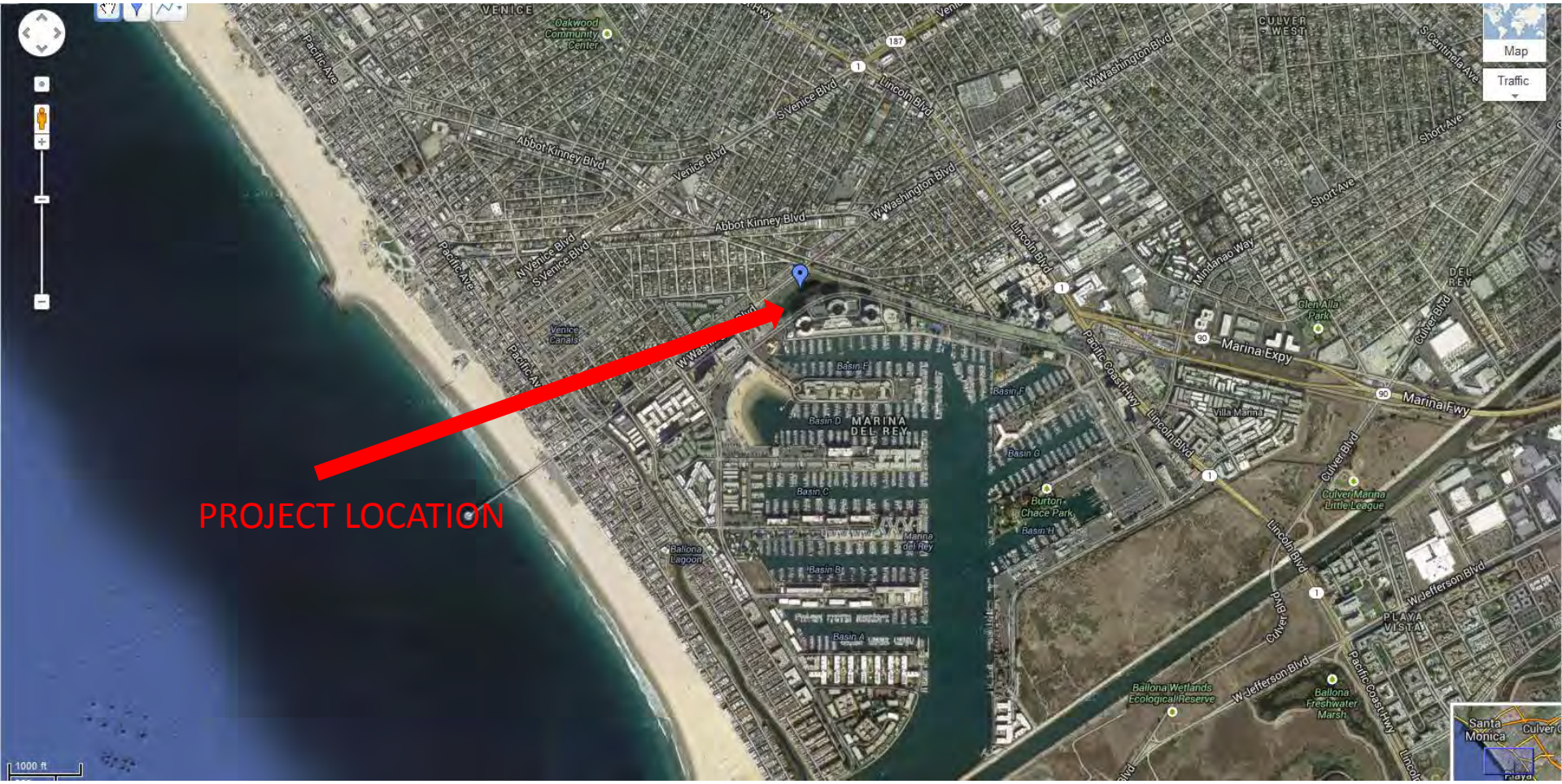
California Coastal Commission



EXHIBIT# 2
Aerial Photograph
1 of 2

Application Number:
5 - 1 3 - 1 2 9 2

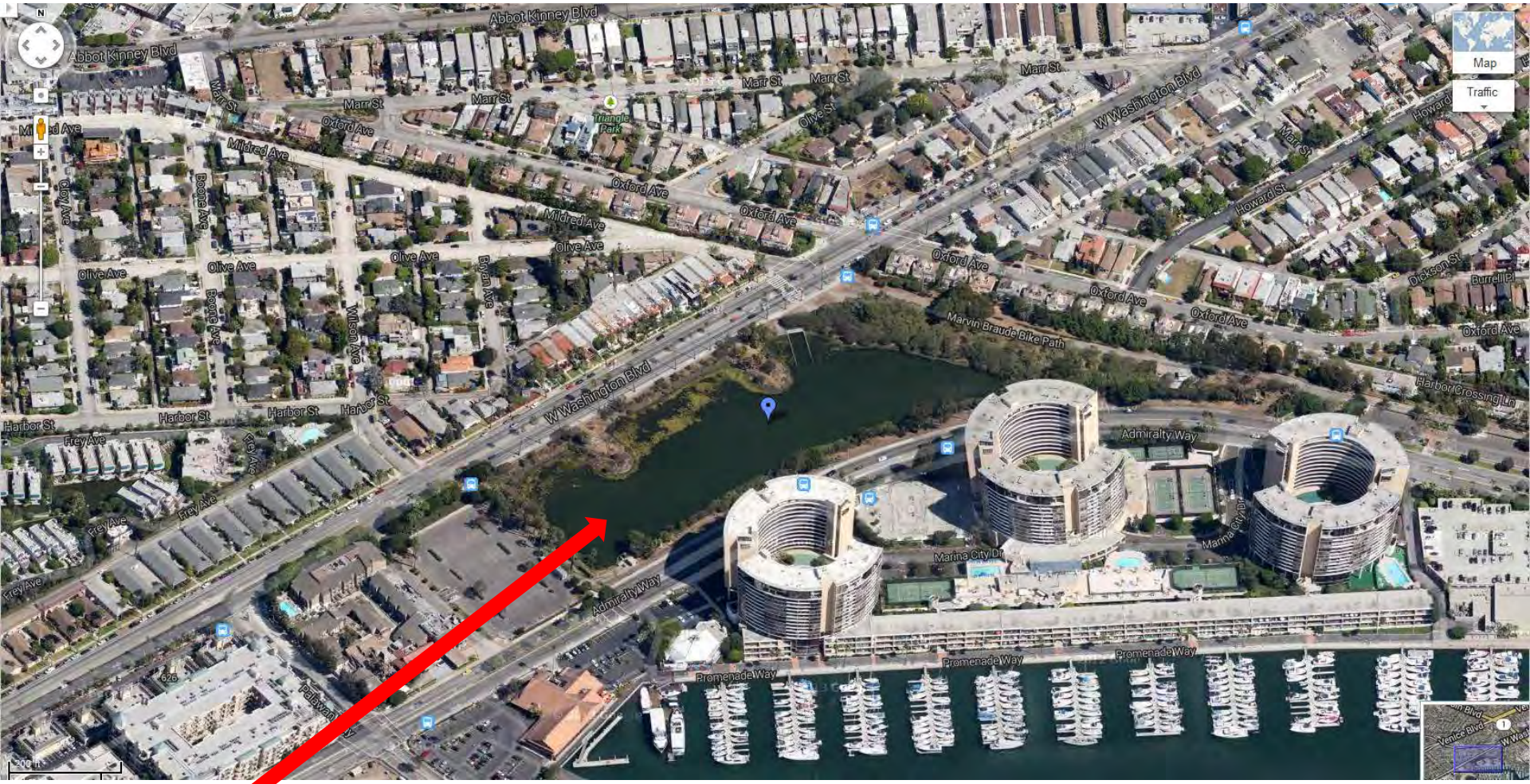
California Coastal Commission



EXHIBIT# 2
Aerial Photograph
2 of 2

Application Number:
5 - 1 3 - 1 2 9 2

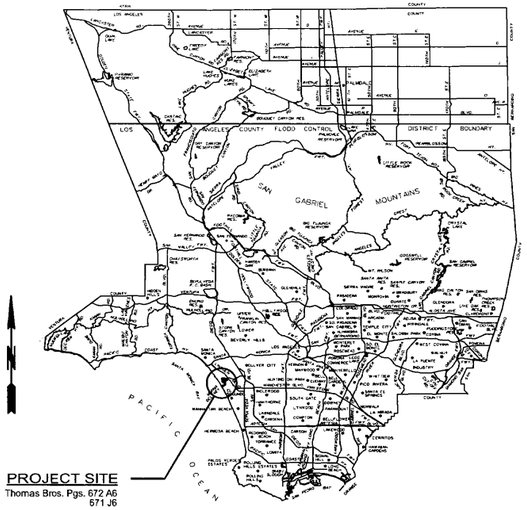
California Coastal Commission



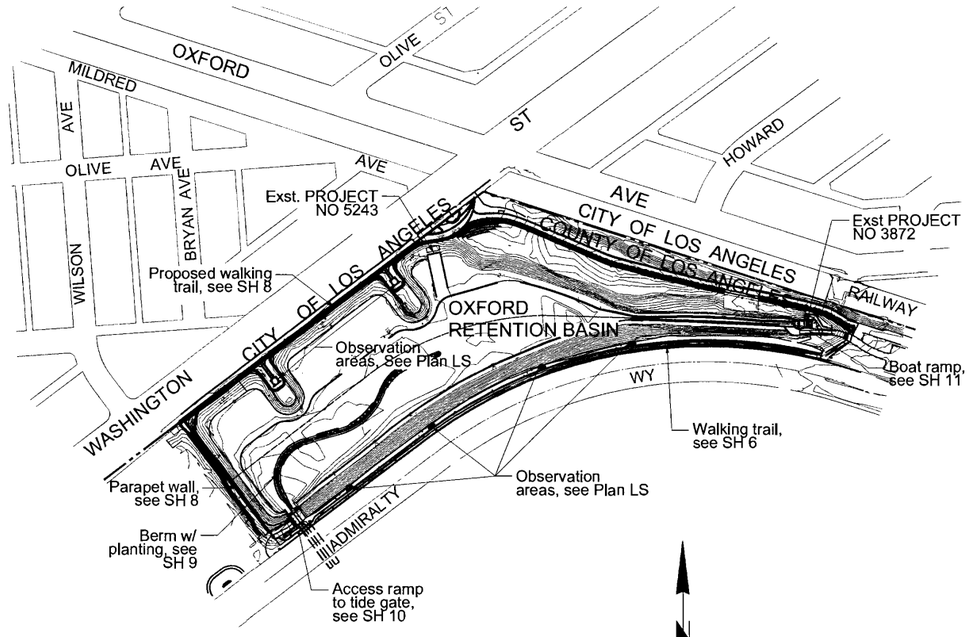
PROJECT LOCATION

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

OXFORD RETENTION BASIN AND PUMP STATION
MULTI-USE ENHANCEMENT PROJECT



LOCATION MAP



GENERAL PLAN
NOT TO SCALE

INDEX TO PROJECT PLANS

SH.NO.	DESCRIPTION
1.	TITLE SHEET
2.	GENERAL NOTES, STRUCTURAL NOTES, STRUCTURAL DESIGN CRITERIA, AND INDEX TO STANDARD PLANS
3.	EXISTING SITE AND DEMOLITION PLAN
4.	SITE GRADING PLAN
5.	BASIN PROFILE AND CROSS SECTION DETAILS
6.	ADMIRALTY WAY WALKING TRAIL PLAN, PROFILE AND DETAILS
7.	ADMIRALTY WAY BIOSWALE PLAN AND DETAILS
8.	PARAPET WALL PLAN, PROFILE AND DETAILS
9.	BASIN BERM PLAN, PROFILE AND DETAILS
10.	TIDE GATE ACCESS RAMP PLAN, PROFILE AND DETAILS
11.	BOAT RAMP PLAN AND DETAILS AT PROJECT NO. 3872
12.	STRUCTURAL CATWALK DETAIL FOR TIDE GATE CONTROL HOUSE
13.	WASHINGTON BLVD. ACCESS RAMP PLAN, PROFILE, AND DETAILS
14.	PROJECT NO. 5243 TRASH RACK DETAILS
15.	PROJECT NO. 3273 TRASH RACK DETAILS
16.	TIDE GATE TRASH RACK DETAILS

MECHANICAL PLANS

ME-1	MECHANICAL SITE PLAN AND TIDE GATE OPERATION SEQUENCE
ME-2	MECHANICAL EQUIPMENT LAYOUT
ME-3	SECTIONS AND INSTALLATION DETAILS
ME-4	ELECTRICAL DEMOLITION AND SITE
ME-5	ELECTRICAL SINGLE LINES AND WIRING DIAGRAMS

LANDSCAPE PLANS

LS-1.1	LANDSCAPE PLAN KEY MAP
LS-1.2	NOTES, ABBREVIATIONS, CONSTRUCTION & MATERIALS LEGEND
LS-2.1	CONSTRUCTION PLAN
LS-2.2	CONSTRUCTION PLAN
LS-2.3	CONSTRUCTION PLAN
LS-2.4	CONSTRUCTION PLAN
LS-2.5	ENLARGEMENTS
LS-2.6	SECTIONS
LS-2.7	CONSTRUCTION DETAILS
LS-2.8	CONSTRUCTION DETAILS
LS-2.9	CONSTRUCTION DETAILS
LS-2.10	CONSTRUCTION DETAILS
LS-2.11	CONSTRUCTION DETAILS
LS-3.0	IRRIGATION LEGENDS
LS-3.1	HYDROZONE PLAN
LS-3.2	IRRIGATION PLAN
LS-3.3	IRRIGATION PLAN
LS-3.4	IRRIGATION PLAN
LS-3.5	IRRIGATION PLAN
LS-3.6	IRRIGATION DETAILS
LS-3.7	IRRIGATION DETAILS
LS-4.0	PLANTING LEGEND AND NOTES
LS-4.1	PLANTING PLAN
LS-4.2	PLANTING PLAN
LS-4.3	PLANTING PLAN
LS-4.4	PLANTING PLAN
LS-4.5	PLANTING DETAILS

ELECTRICAL PLANS

E-0.1	ELECTRICAL LEGEND, GENERAL NOTES, DETAILS, ONE-LINE DIAGRAM
E-0.2	SPECIFICATIONS
E-0.3	DETAILS
E-1.0	ELECTRICAL SITE PLAN
E-2.0	ELECTRICAL SITE PLAN
E-3.0	ELECTRICAL SITE PLAN
E-4.0	ELECTRICAL SITE PLAN

TRAFFIC PLAN

TP-1	SIGNING AND STRIPPING PLAN

UTILITIES

WATER	LOS ANGELES COUNTY WATERWORKS
GAS	THE GAS CO.
ELECTRIC	SO. CALIF. EDISON
TELEPHONE	AT&T
SEWER	CITY OF LOS ANGELES BUREAU OF SANITATION

REFERENCES

PROJECT NO. 3872, UNIT 1	DWG. NO.470-3872-D3.1-13
PROJECT NO. 3872, UNIT 1, AUTOMATIC FLAPGATES	DWG.NO.470-3872-D8.1-3
PROJECT NO. 5243	DWG.NO. 364-5243-D2.1-25
OXFORD RETENTION BASIN AND PUMP STATION	DWG.NO.507 D1.1-22
OXFORD RETENTION BASIN AND OUTLET SYSTEM IMPROVEMENT	DWG.NO.507 D3.1-15
PROJECT NO 3872 MARINA DEL RAY LOW FLOW DIVERSION	DWG.NO. 364-5243-D10.1-11
SURVEY NOTES	PWFB 1015-654, 764, 1099 to 1102 PWLB 1015-996 to 1001
ADMIRALTY WAY SETTLEMENT REPAIR PROJECT	PROJ ID NO. RDC0015061

DESIGNER C. CHEN
CHECKER J. LI
DRAFTER V. TE
CADD PROJECT FILE NAME
REVIEWED BY
DATE

TWO DAYS BEFORE YOU DIG
CALL USA TOLL FREE
1-800-227-2600

APPROVED GAIL FARBER DIRECTOR OF PUBLIC WORKS
BY _____ DEPUTY DIRECTOR DATE

RECOMMENDED
BY _____ ASSISTANT DEPUTY DIRECTOR DATE

SUBMITTED
BY _____ DATE

DATE	MK	DESCRIPTION
		REVISIONS

REGISTERED PROFESSIONAL ENGINEER
CHARLES C. CHEN
No. C63209
CIVIL
STATE OF CALIFORNIA
PROJECT ENGINEER DATE

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

OXFORD RETENTION BASIN AND PUMP STATION
MULTI-USE ENHANCEMENT PROJECT

TITLE SHEET

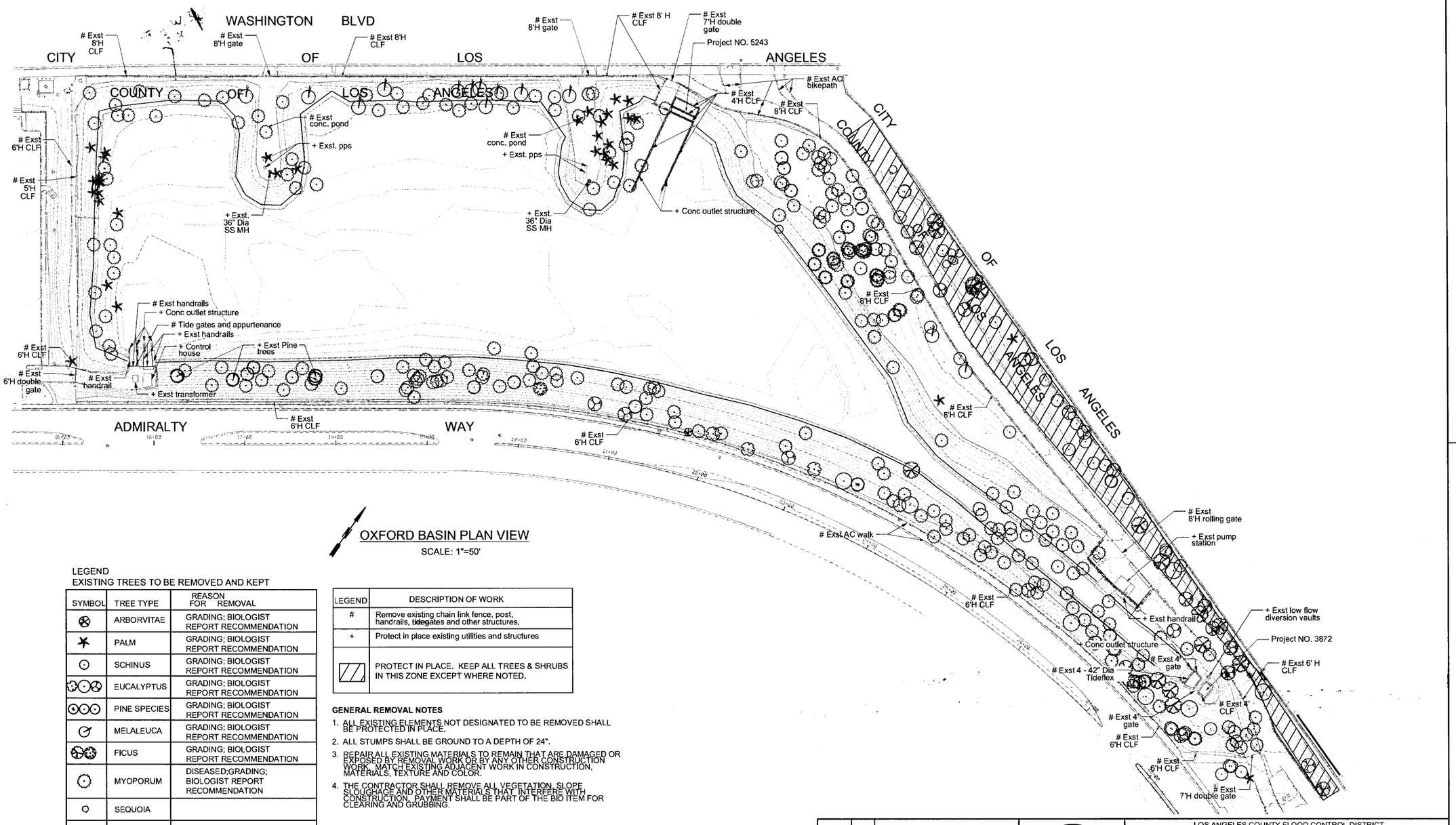
FCC0011786 | JOB JX0039 | DWG 507-D4.1 | SHEET 1 OF 16

95% REVIEW 10/30/13

PS-CF 07/05

DATE SCALE/IME FILE STIMES SHEETS

EXHIBIT# 4
Existing Site and Demolition Plan
1 of 1
Application Number:
5-13-1292
California Coastal Commission



OXFORD BASIN PLAN VIEW

SCALE: 1"=50'

LEGEND
EXISTING TREES TO BE REMOVED AND KEPT

SYMBOL	TREE TYPE	REASON FOR REMOVAL
	ARBORVITAE	GRADING; BIOLOGIST REPORT RECOMMENDATION
	PALM	GRADING; BIOLOGIST REPORT RECOMMENDATION
	SCHINUS	GRADING; BIOLOGIST REPORT RECOMMENDATION
	EUCALYPTUS	GRADING; BIOLOGIST REPORT RECOMMENDATION
	PINE SPECIES	GRADING; BIOLOGIST REPORT RECOMMENDATION
	MELALEUCA	GRADING; BIOLOGIST REPORT RECOMMENDATION
	FICUS	GRADING; BIOLOGIST REPORT RECOMMENDATION
	MYOPORUM	DISEASED;GRADING; BIOLOGIST REPORT RECOMMENDATION
	SEQUOIA	
	CEIBA SP. & ERYTHRINA	

LEGEND	DESCRIPTION OF WORK
#	Remove existing chain link fence, post, handrails, tidegates and other structures,
+	Protect in place existing utilities and structures
	PROTECT IN PLACE. KEEP ALL TREES & SHRUBS IN THIS ZONE EXCEPT WHERE NOTED.

GENERAL REMOVAL NOTES

1. ALL EXISTING ELEMENTS NOT DESIGNATED TO BE REMOVED SHALL BE PROTECTED IN PLACE.
2. ALL STUMPS SHALL BE GROUND TO A DEPTH OF 24".
3. REPAIR ALL EXISTING MATERIALS TO REMAIN THAT ARE DAMAGED OR EXPOSED BY REMOVAL WORK OR BY ANY OTHER CONSTRUCTION WORK. MATCH EXISTING ADJACENT WORK IN CONSTRUCTION, MATERIALS, TEXTURE AND COLOR.
4. THE CONTRACTOR SHALL REMOVE ALL VEGETATION, SLOPE SLOUGHAGE AND OTHER MATERIALS THAT INTERFERE WITH CONSTRUCTION. PAYMENT SHALL BE PART OF THE BID ITEM FOR CLEARING AND GRUBBING.

DRAFTER V. TE | DESIGNER C. CHEN | CHECKER J. LI | CADD PROJECT FILE NAME | REVIEWED BY | DATE

DATE	MK	DESCRIPTION
		REVISIONS

REGISTERED PROFESSIONAL ENGINEER — CHARLES C. CHEN — NO. C63209 — CIVIL — STATE OF CALIFORNIA
PROJECT ENGINEER | DATE

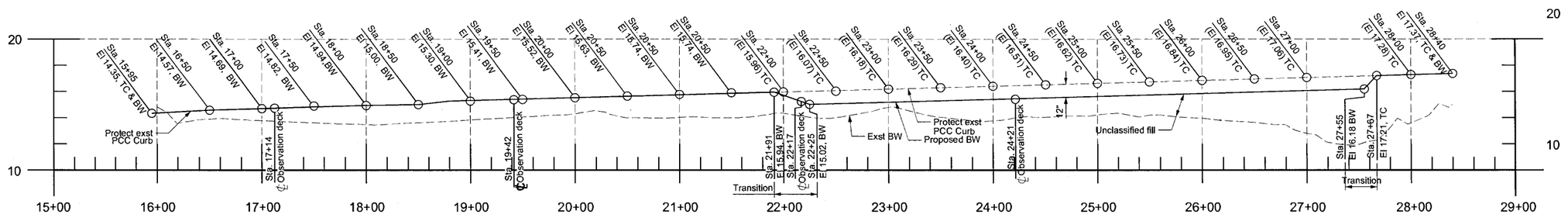
LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

OXFORD RETENTION BASIN AND PUMP STATION
MULTI-USE ENHANCEMENT PROJECT

EXISTING SITE AND DEMOLITION PLAN

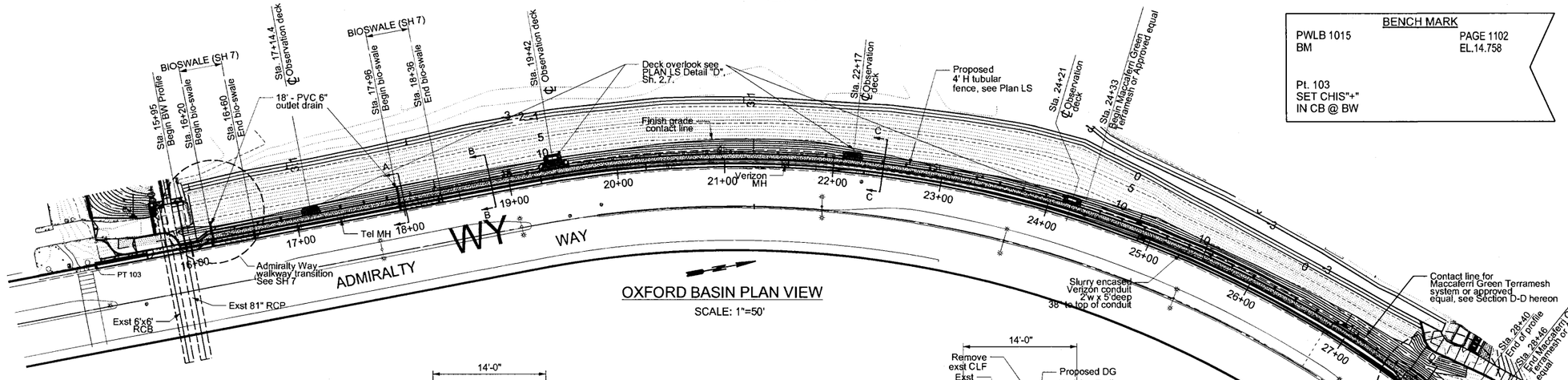
FCC0011786	JOB JX0039	DWG 507-D4.3	SHEET 3 OF 13

EXHIBIT# 5
Walking Trail Plan
1 of 2
Application Number:
5-13-1292
California Coastal Commission



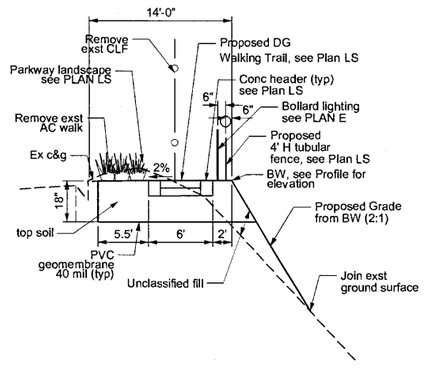
ADMIRALTY WAY BACK OF WALK PROFILE

SCALE: HORIZ 1"=50'
VERT 1"=4'

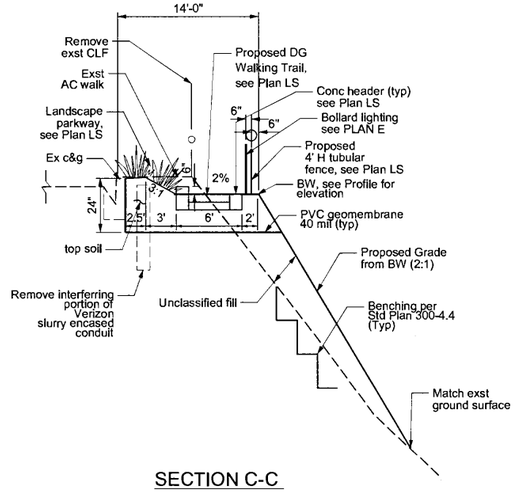


OXFORD BASIN PLAN VIEW

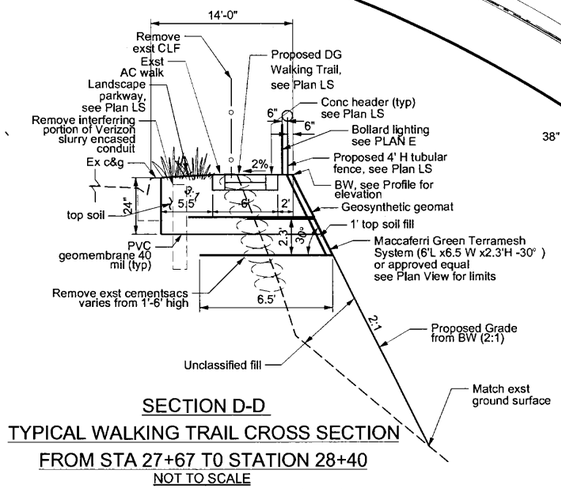
SCALE: 1"=50'



SECTION B-B
TYPICAL WALKING TRAIL CROSS SECTION
FROM STA 15+85 TO STA 21+91
NOT TO SCALE



SECTION C-C
TYPICAL WALKING TRAIL CROSS SECTION
FROM STA 22+25 T0 STATION 27+55
NOT TO SCALE



SECTION D-D
TYPICAL WALKING TRAIL CROSS SECTION
FROM STA 27+67 T0 STATION 28+40
NOT TO SCALE

DATE	MK	DESCRIPTION
		REVISIONS

PROJECT ENGINEER — DATE

CHARLES C. CHEN — NO. C63209 — CIVIL — STATE OF CALIFORNIA — REGISTERED PROFESSIONAL ENGINEER

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

OXFORD RETENTION BASIN AND PUMP STATION
MULTI-USE ENHANCEMENT PROJECT

ADMIRALTY WAY
WALKING TRAIL PROFILE & DETAILS

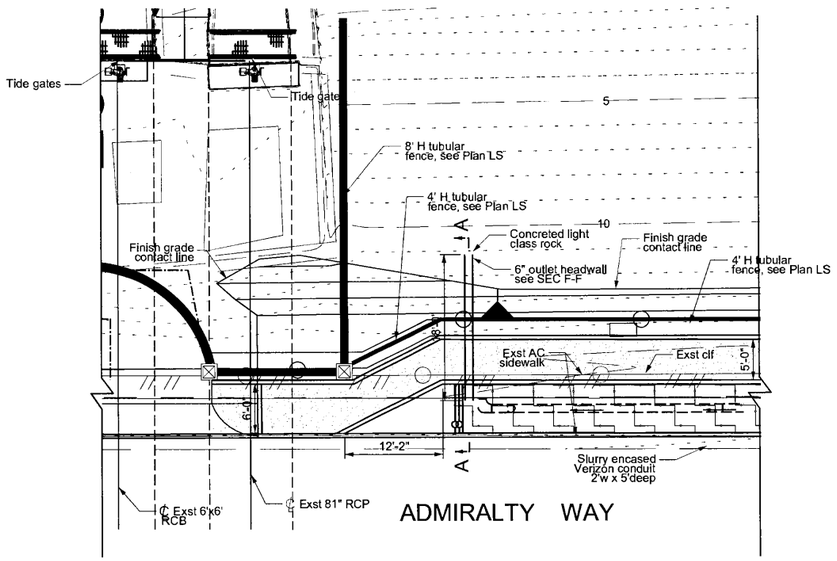
FCC0011786	JOB JX0039	DWG 507-D4.6	SHEET 6 OF 16

DRAFTER V. YE
DESIGNER C. CHEN
CHECKER J. LI
CADD PROJECT FILE NAME
REVIEWED BY
DATE

DATE: SCALE: FILE: STIMES STYLES

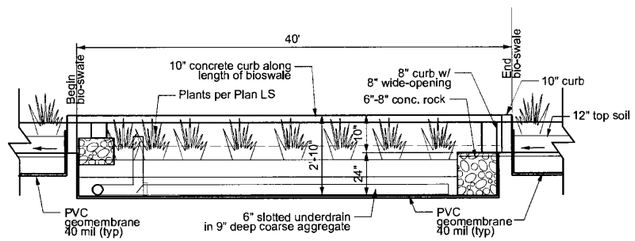
PSGF 0705

EXHIBIT# 5
Walking Trail Plan
2 of 2
Application Number:
5-13-1292
California Coastal Commission



ADMIRALTY WAY WALKING PATH TRANSITION (SH 6)

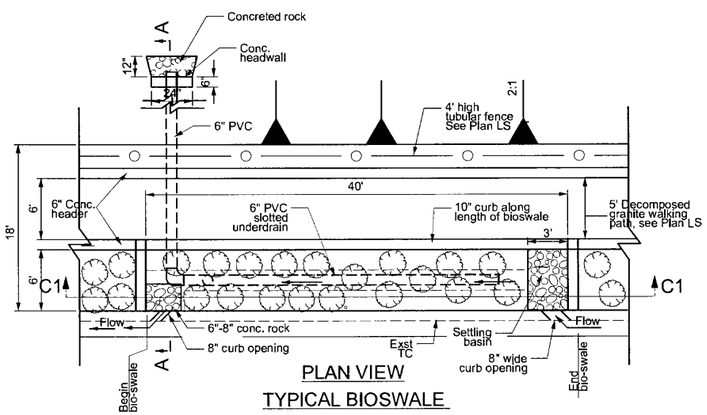
SCALE: 1"=50'



SECTION C1-C1

BIOSWALE PROFILE

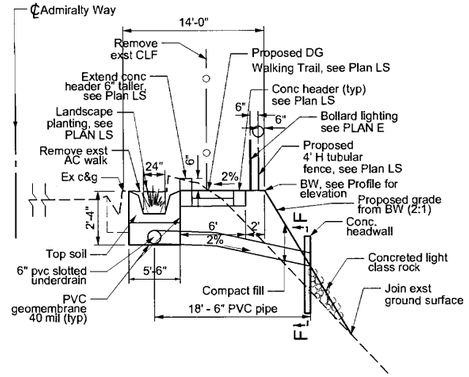
NOT TO SCALE



PLAN VIEW

TYPICAL BIOSWALE

NOT TO SCALE

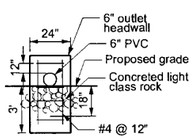


SECTION A-A

TYPICAL BIOSWALE CROSS SECTION

FROM STA 16+19 TO STA 16+59 AND STA 17+96 TO 18+36

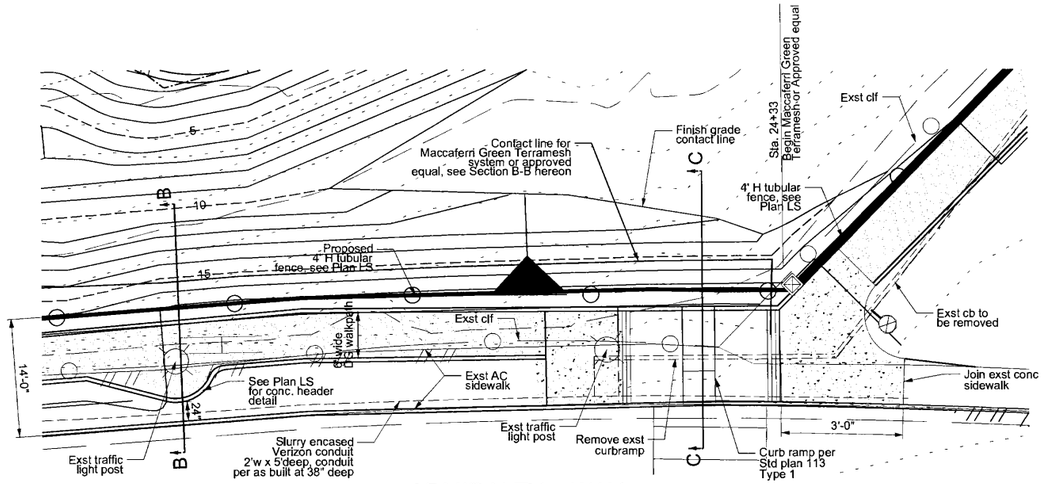
NOT TO SCALE



SECTION F-F

OUTLET HEADWALL

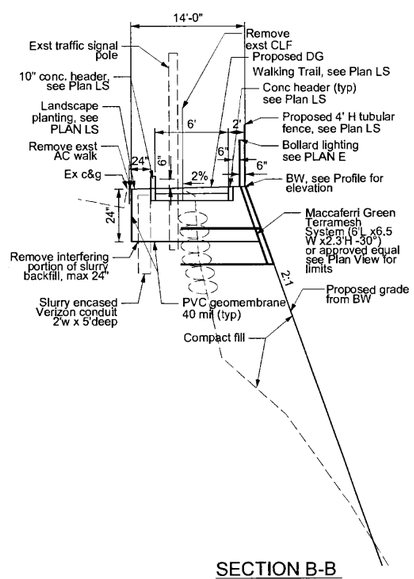
NOT TO SCALE



ADMIRALTY WAY

ADMIRALTY CURB RAMP MODIFICATION (SH 6)

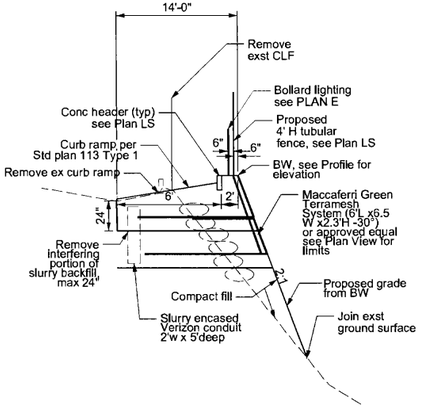
SCALE: 1"=50'



SECTION B-B

CROSS SECTION STA 27+78

NOT TO SCALE



SECTION C-C

CROSS SECTION STA 28+43

NOT TO SCALE

DRAFTER	DESIGNER	CHECKER	CADD PROJECT FILE NAME	REVIEWED BY	DATE
V. TE	C. CHEN	J. LI			

DATE	MK	DESCRIPTION
		REVISIONS

REGISTERED PROFESSIONAL ENGINEER — CHARLES C. CHEN — No. C63209 — CIVIL — STATE OF CALIFORNIA

PROJECT ENGINEER — DATE

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

OXFORD RETENTION BASIN AND PUMP STATION

MULTI-USE ENHANCEMENT PROJECT

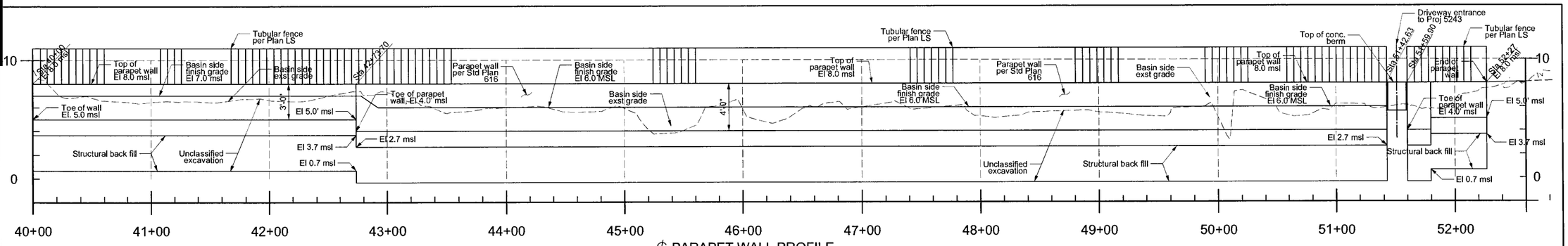
ADMIRALTY WAY WALKING TRAIL AND BIOSWALE PLAN, PROFILE & DETAILS

FCC0011786	JOB JX0039	DWG 507-D4.7	SHEET 7 OF 16

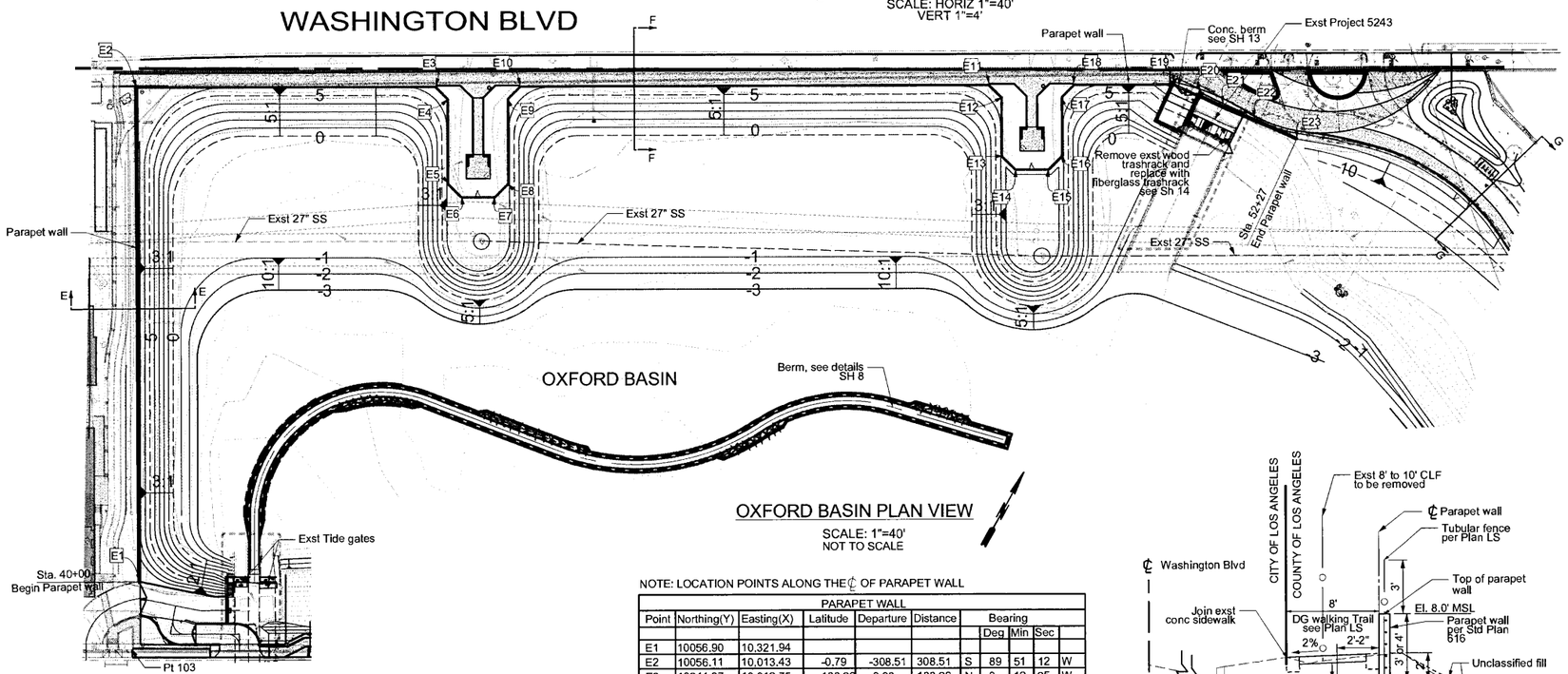
PS-DF 07/05

DATE: EDATE FILE: STIMES SFILES

EXHIBIT# 6
Parapet Wall
1 of 1
Application Number:
5-13-1292
California Coastal Commission



℄ PARAPET WALL PROFILE
SCALE: HORIZ 1"=40'
VERT 1"=4'



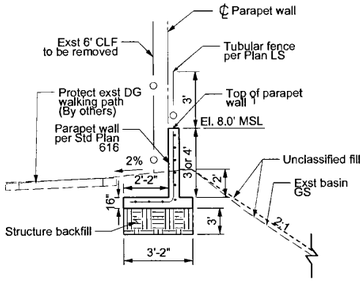
OXFORD BASIN PLAN VIEW
SCALE: 1"=40'
NOT TO SCALE

BENCH MARK
PWLB 1015 PAGE 1102
BM EL.14.758

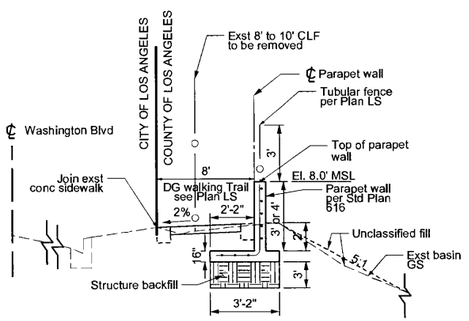
Pt. 103
SET CHIS"+"
IN CB @ BW

NOTE: LOCATION POINTS ALONG THE℄ OF PARAPET WALL

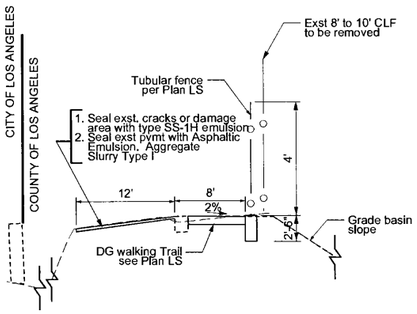
PARAPET WALL											
Point	Northing(Y)	Easting(X)	Latitude	Departure	Distance	Bearing					
								Deg	Min	Sec	
E1	10056.90	10,321.94									
E2	10056.11	10,013.43	-0.79	-308.51	308.51	S	89	51	12	W
E3	10244.37	10,012.75	188.26	-0.68	188.26	N	0	12	25	W
E4	10252.54	10,021.04	8.17	8.29	11.64	N	45	25	4	E
E5	10252.56	10,073.95	0.02	52.91	52.91	N	89	58	42	E
E6	10260.27	10,081.65	7.71	7.70	10.90	N	44	57	46	E
E7	10280.52	10,081.64	20.25	-0.01	20.25	N	0	1	42	W
E8	10288.22	10,073.93	7.70	-7.71	10.90	N	45	2	14	W
E9	10288.21	10,021.01	-0.01	-52.92	52.92	S	89	59	21	W
E10	10296.50	10,012.71	8.29	-8.30	11.73	N	45	2	4	W
E11	10589.77	10,012.49	293.27	-0.22	293.27	N	0	2	35	W
E12	10598.06	10,020.90	8.29	8.41	11.81	N	45	24	42	E
E13	10598.07	10,057.64	0.01	36.74	36.74	N	89	59	4	E
E14	10605.78	10,065.34	7.71	7.70	10.90	N	44	57	46	E
E15	10625.33	10,065.33	19.55	-0.01	19.55	N	0	1	46	W
E16	10633.74	10,056.92	8.41	-8.41	11.89	N	45	0	0	W
E17	10633.73	10,020.74	-0.01	-36.18	36.18	S	89	59	3	W
E18	10642.02	10,012.45	8.29	-8.29	11.72	N	44	59	60	W
E19	10705.12	10,012.39	63.10	-0.06	63.10	N	0	3	16	W
E20	10720.66	10,018.44	15.54	6.05	16.68	N	21	16	19	E
E21	10735.78	10,025.57	15.12	7.13	16.72	N	25	14	48	E
E22	10754.69	10,034.48	18.91	8.91	20.90	N	25	13	44	E
E23	10781.38	10,047.07	26.69	12.59	29.51	N	25	15	14	E



SECTION E-E
TYPICAL WALKING TRAIL CROSS SECTION
STA 40+00 TO 42+73
NOT TO SCALE



SECTION F-F
TYPICAL WALKING TRAIL CROSS SECTION
STA 42+73 TO STA 52+27
NOT TO SCALE



SECTION G-G
TYPICAL BIKE PATH/WALKING TRAIL CROSS SECTION
NOT TO SCALE

DESIGNER C. CHEN	CHECKER J. LI	CADD PROJECT FILE NAME	REVIEWED BY	DATE
DRAFTER V. TE				

DATE	MK	DESCRIPTION
		REVISIONS

PROFESSIONAL ENGINEER — CHARLES C. CHEN — NO. C63209 — CIVIL — STATE OF CALIFORNIA
PROJECT ENGINEER — DATE

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

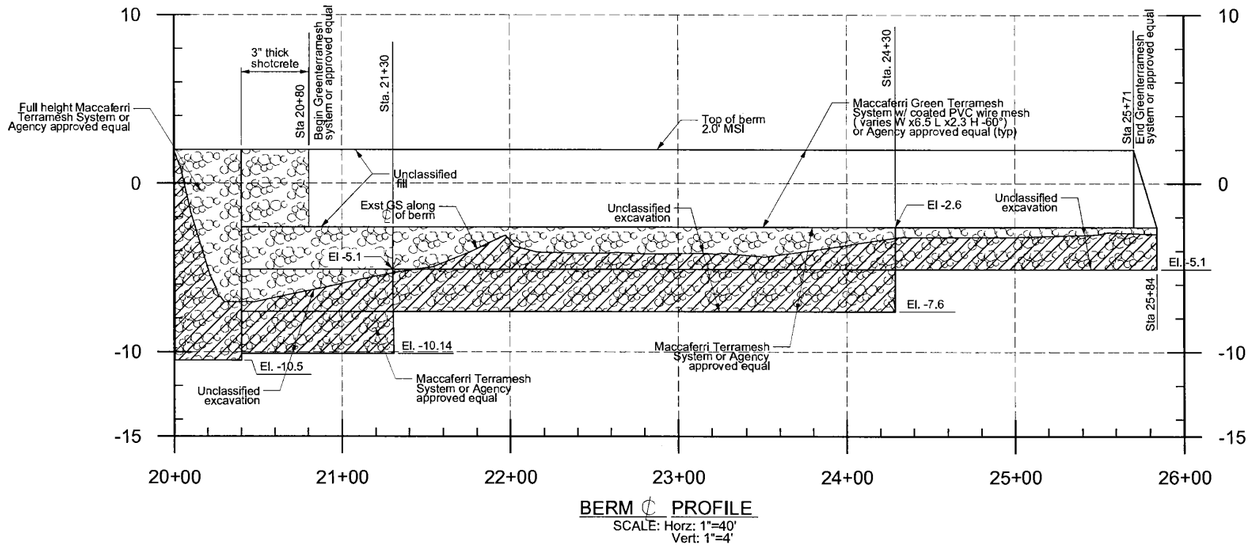
OXFORD RETENTION BASIN AND PUMP STATION
MULTI-USE ENHANCEMENT PROJECT

PARAPET WALL PLAN, PROFILE & DETAILS

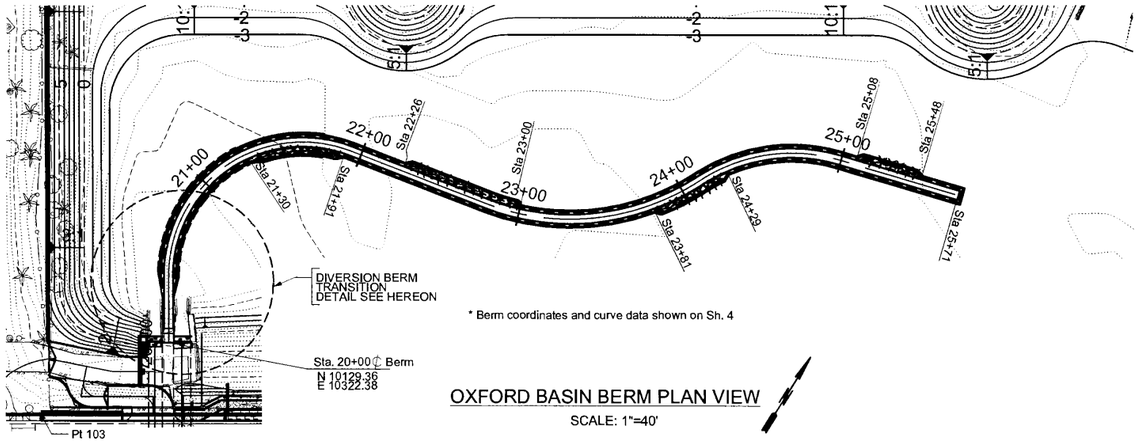
FCC0011786	JOB JX0039	DWG 507-D4.8	SHEET 8 OF 16

PS-CF 01/05

EXHIBIT# 7
Circulation Berm
1 of 1
Application Number:
5-13-1292
California Coastal Commission

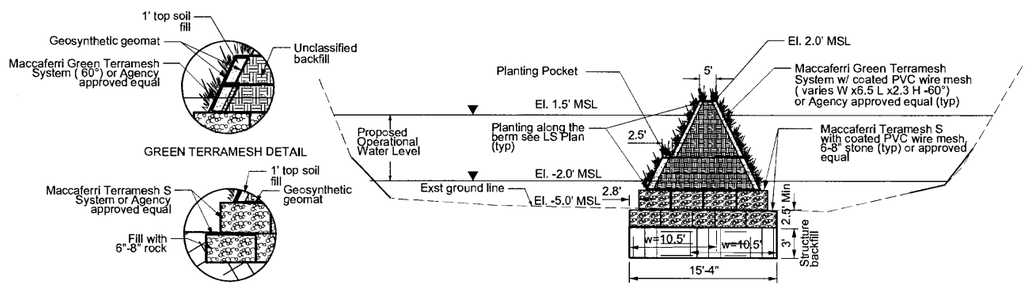


BERM ℄ PROFILE
SCALE: Horz: 1"=40'
Vert: 1"=4'

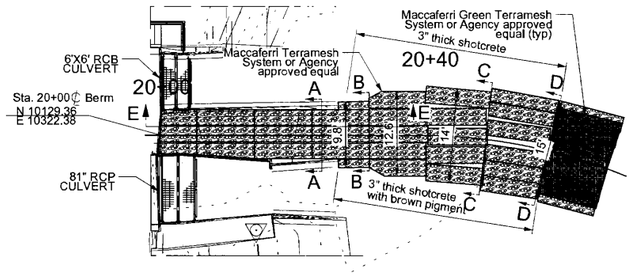


* Berm coordinates and curve data shown on Sh. 4

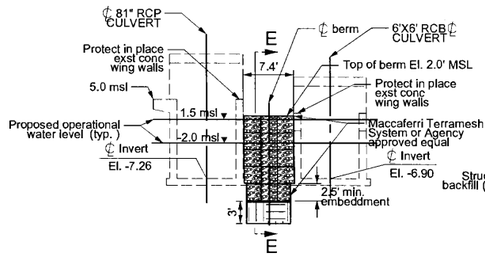
OXFORD BASIN BERM PLAN VIEW
SCALE: 1"=40'



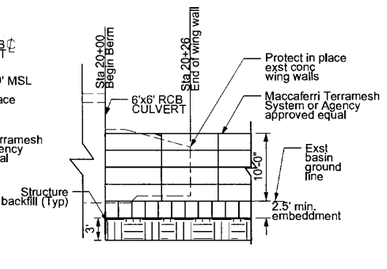
TYPICAL SECTION
BASIN DIVERSION BERM WITH PLANTER
NOT TO SCALE



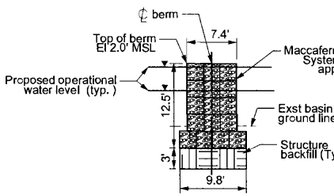
PLAN VIEW
DIVERSION BERM TRANSITION DETAIL
NOT TO SCALE



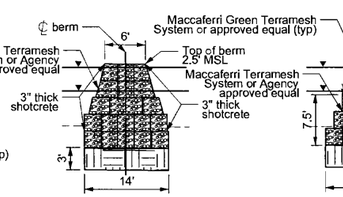
SECTION A-A
STA 20+22
NOT TO SCALE



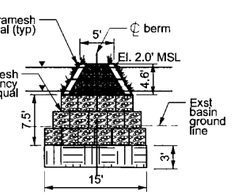
SECTION E-E
BERM PROFILE AT TIDE GATE
NOT TO SCALE



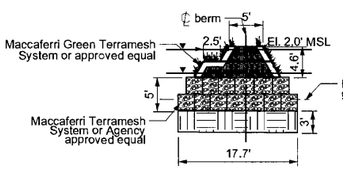
SECTION B-B
Sta 20+30
NOT TO SCALE



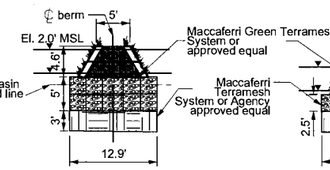
SECTION C-C
Sta 20+40
NOT TO SCALE



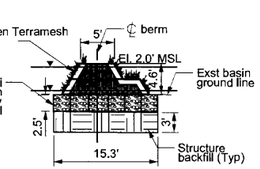
SECTION D-D
Sta 20+80
NOT TO SCALE



SECTION
STA 21+50
NOT TO SCALE



SECTION
STA 23+50
NOT TO SCALE



SECTION
STA 25+20
NOT TO SCALE

DATE	BY	REVIEWED	CADD PROJECT FILE NAME	CHECKER	DESIGNER	DRAFTER
				J. LI	C. CHEN	V. TE

DATE	MK	DESCRIPTION
		REVISIONS

PROFESSIONAL ENGINEER — CHARLES C. CHEN — No. C63209 — CIVIL — STATE OF CALIFORNIA

PROJECT ENGINEER — DATE

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

OXFORD RETENTION BASIN AND PUMP STATION
MULTI-USE ENHANCEMENT PROJECT

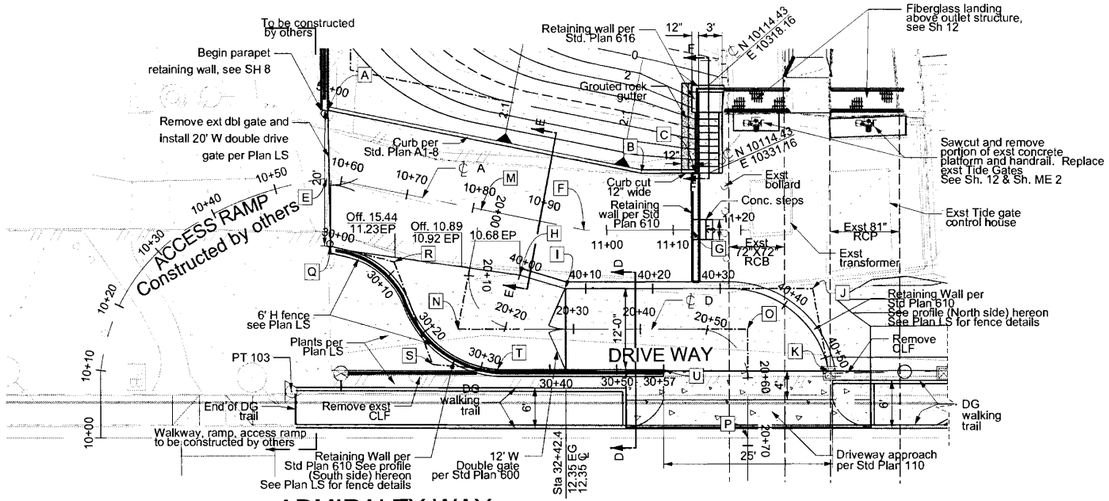
BASIN BERM PLAN, PROFLE & DETAILS

FCC0011786	JOB JX0039	DWG 507-D4.8	SHEET 9 OF 16

PS-07 07/05

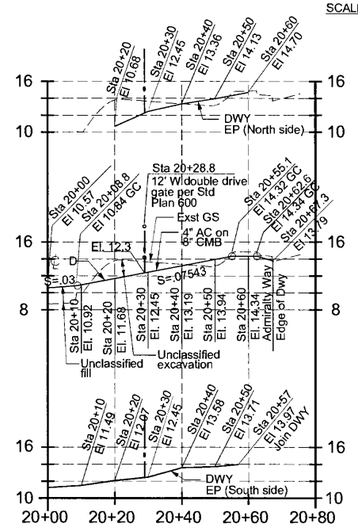
DATE: SCATSBME: FILE: STIMES STIMES

EXHIBIT# 8
Tide Gate Access Ramp Plan
1 of 1
Application Number:
5-13-1292
California Coastal Commission



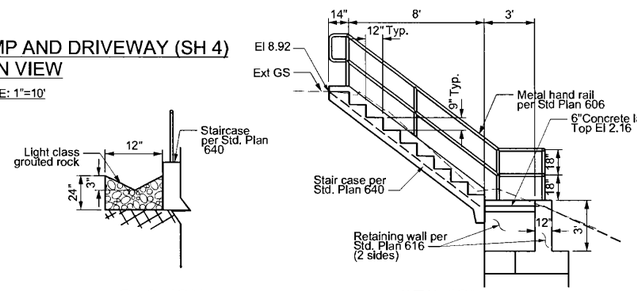
PLAN A - ACCESS RAMP AND DRIVEWAY (SH 4)
PLAN VIEW

SCALE: 1"=10'



PROFILE FOR ℄D , DRIVEWAY

SCALE: HORIZ 1"=20'
VERT 1"=8'

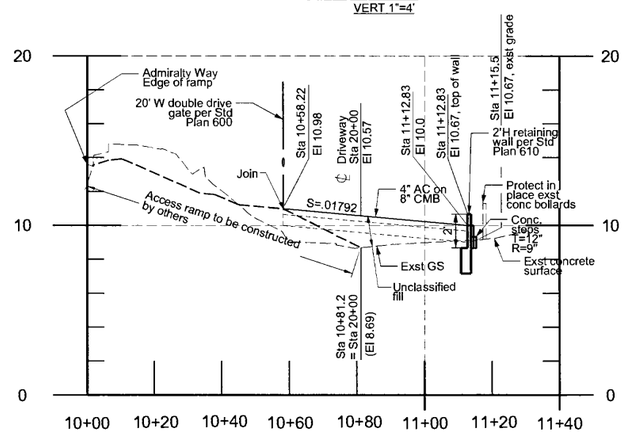


SECTION F-F ℄CONCRETE STAIRWAY

SCALE: HORIZ 1"=4'
VERT 1"=4'

SECTION GROUTED ROCK GUTTER

NOT TO SCALE

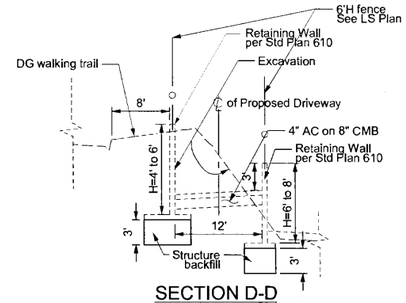


PROFILE FOR ℄A, ACCESS RAMP

SCALE: HORIZ 1"=20'
VERT 1"=4'

BENCH MARK

PWLB 1015 — PAGE 1102
BM — El: 14.758
Pt. 103
SET CHIS"+"
IN CB @ BW

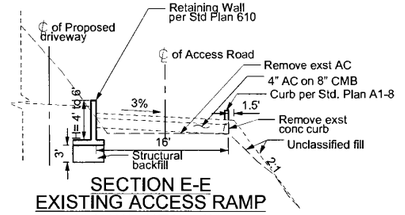


SECTION D-D PROPOSED DRIVEWAY CROSS SECTION

NOT TO SCALE

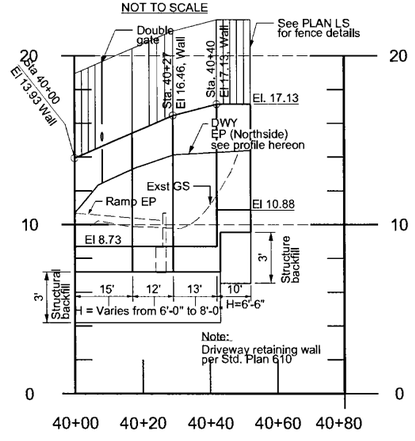
Curve Data						
PI	△	R	T	BC Sta.	EC Sta.	L
J	79°11'46"	15'	12.41'	40+31.26	40+51.99	20.73
N	101°22'13"	7.5'	9.16'	20+08.90	20+22.17	13.27
O	90°00'00"	7.5'	7.51'	20+48.49	20+60.28	11.80
R	55°28'11"	12.68'	6.67'	30+03.02	30+15.29	12.39
S	69°15'02"	15.09'	10.42'	30+15.29	30+33.53	18.24

Curb										
Point	Northing(Y)	Easting(X)	Latitude	Departure	Distance	Bearing				
							Deg	Min	Sec	
A	10057.88	10,321.91								
B	10104.38	10,331.19	46.50	9.28	47.42	N	11	17	10	E
C	10108.84	10,331.90	4.46	0.71	4.52	N	9	2	43	E
Access Ramp										
Point	Northing(Y)	Easting(X)	Latitude	Departure	Distance	Bearing				
							Deg	Min	Sec	
E	10057.73	10,332.00								
F	10095.76	10,339.59	38.03	7.59	38.78	N	11	17	12	E
G	10111.95	10,339.56	16.19	-0.03	16.19	N	0	6	22	W
North Retaining wall										
Point	Northing(Y)	Easting(X)	Latitude	Departure	Distance	Bearing				
							Deg	Min	Sec	
H	10086.32	10,346.28								
I	10092.93	10,348.26	6.61	1.98	6.90	N	16	40	31	E
J	10129.70	10,348.21	36.77	-0.05	36.77	N	0	5	2	W
K	10132.04	10,360.39	2.34	12.18	12.41	N	79	6	27	E
Drive Way										
Point	Northing(Y)	Easting(X)	Latitude	Departure	Distance	Bearing				
							Deg	Min	Sec	
M	10080.68	10,336.58								
N	10077.14	10,354.29	-3.54	17.71	18.06	S	78	42	18	E
O	10120.14	10,354.23	42.99	-0.05	42.99	N	0	4	23	W
P	10120.13	10,370.35	-0.01	16.12	16.12	S	89	58	51	E
South Retaining Wall										
Point	Northing(Y)	Easting(X)	Latitude	Departure	Distance	Bearing				
							Deg	Min	Sec	
Q	10058.23	10,342.03								
R	10067.67	10,344.35	9.44	2.32	9.72	N	13	50	16	E
S	10073.42	10,359.55	5.76	15.19	16.25	N	69	14	48	E
T	10082.99	10,360.28	9.56	0.73	9.59	N	4	22	46	E
U	10107.63	10,360.24	24.65	-0.04	24.65	N	0	5	19	W



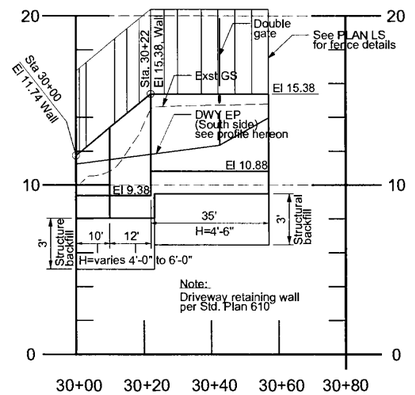
SECTION E-E EXISTING ACCESS RAMP CROSS SECTION

NOT TO SCALE



PROFILE FOR DRIVEWAY RETAINING WALL (NORTH SIDE)

SCALE: HORIZ 1"=20'
VERT 1"=4'



PROFILE FOR DRIVEWAY RETAINING WALL (SOUTH SIDE)

SCALE: HORIZ 1"=20'
VERT 1"=4'

DATE	MK	DESCRIPTION

REVISIONS

CHARLES C. CHEN — No. C63209 — CIVIL — STATE OF CALIFORNIA — REGISTERED PROFESSIONAL ENGINEER

PROJECT ENGINEER — DATE

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

OXFORD RETENTION BASIN AND PUMP STATION
MULTI-USE ENHANCEMENT PROJECT

TIDE GATE ACCESS RAMP PLAN, PROFILE AND DETAILS

FCC0011786	JOB JX0039	DWG 507-D4.9	SHEET 10 OF 16

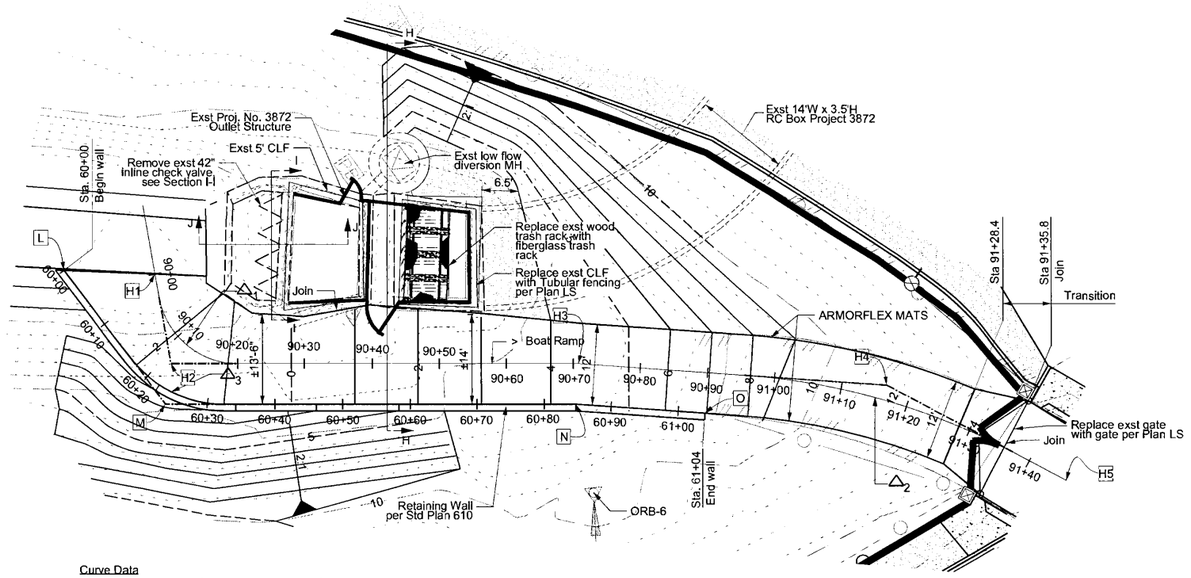
DESIGNED C. CHEN | DRAFTED V. TE | CHECKED J. LI | CADD PROJECT FILE NAME | REVIEWED BY | DATE

PSDH 07/05

DATE SCATCHME FILE STIMES SHEETS

COMPASS

EXHIBIT# 9
Boat Ramp Plan
1 of 1
Application Number:
5-13-1292
California Coastal Commission



Curve Data

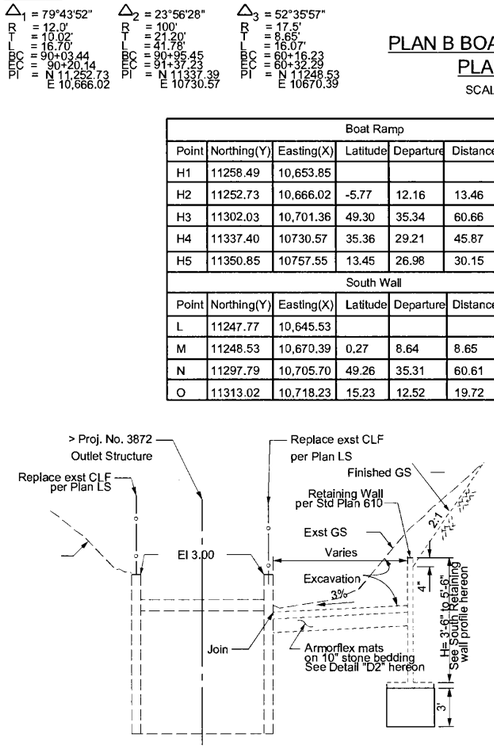
Δ_1 = 79°43'52"
R = 12.0'
T = 10.02'
L = 16.70'
BC = 90+03.44
EC = 90+20.14
PI = N 11,252.73 E 10,666.02

Δ_2 = 23°56'28"
R = 100'
T = 21.20'
L = 41.78'
BC = 90+95.45
EC = 91+37.23
PI = N 11337.39 E 10730.57

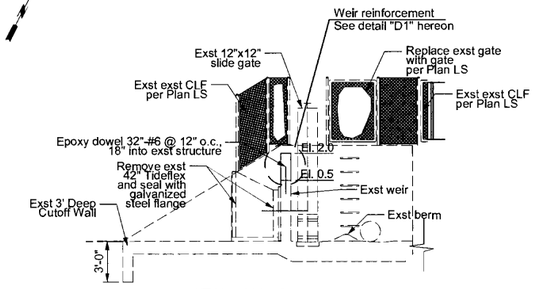
Δ_3 = 52°35'57"
R = 17.5'
T = 8.65'
L = 16.07'
BC = 60+16.23
EC = 60+32.29
PI = N 11248.53 E 10670.39

PLAN B BOAT RAMP (SH 4)
PLAN VIEW
SCALE: 1"=10'

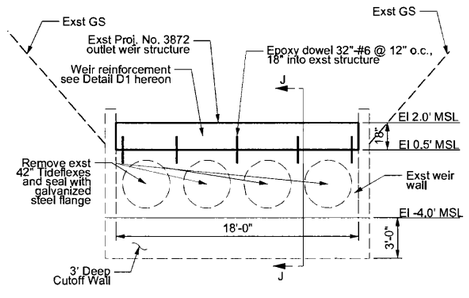
Boat Ramp										
Point	Northing(Y)	Easting(X)	Latitude	Departure	Distance	Bearing				
							Deg	Min	Sec	
H1	11258.49	10,653.85								
H2	11252.73	10,666.02	-5.77	12.16	13.46	S	64	38	15	E
H3	11302.03	10,701.36	49.30	35.34	60.66	N	35	37	55	E
H4	11337.40	10730.57	35.36	29.21	45.87	N	39	33	22	E
H5	11350.85	10757.55	13.45	26.98	30.15	N	63	29	50	E
South Wall										
Point	Northing(Y)	Easting(X)	Latitude	Departure	Distance	Bearing				
							Deg	Min	Sec	
L	11247.77	10,645.53								
M	11248.53	10,670.39	0.27	8.64	8.65	N	88	13	51	E
N	11297.79	10,705.70	49.26	35.31	60.61	N	35	37	54	E
O	11313.02	10,718.23	15.23	12.52	19.72	N	39	26	21	E



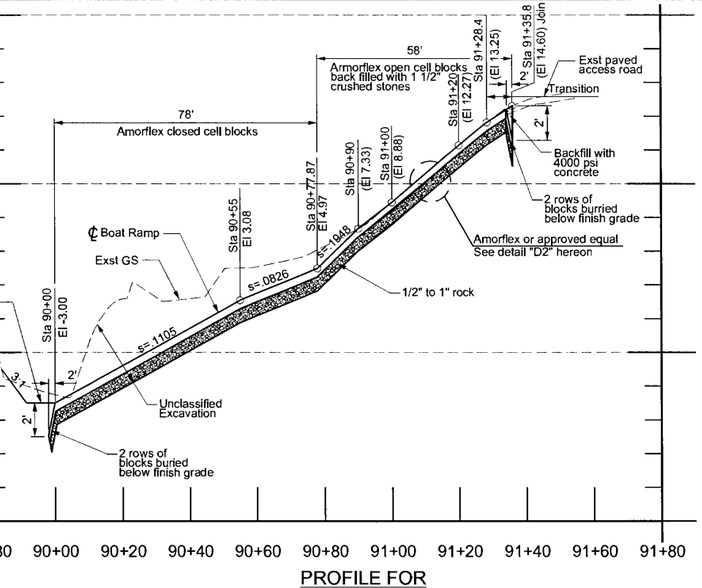
SECTION H-H
PROPOSED BOAT RAMP
CROSS SECTION
NOT TO SCALE



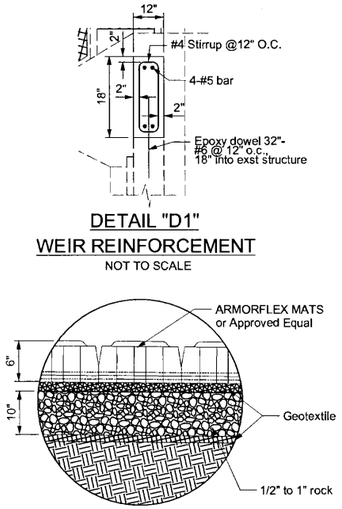
SECTION J-J
WEIR WALL EXTENTION
CROSS SECTION
NOT TO SCALE



SECTION I-I
PROPOSED WEIR WALL EXTENSION
CROSS SECTION
NOT TO SCALE

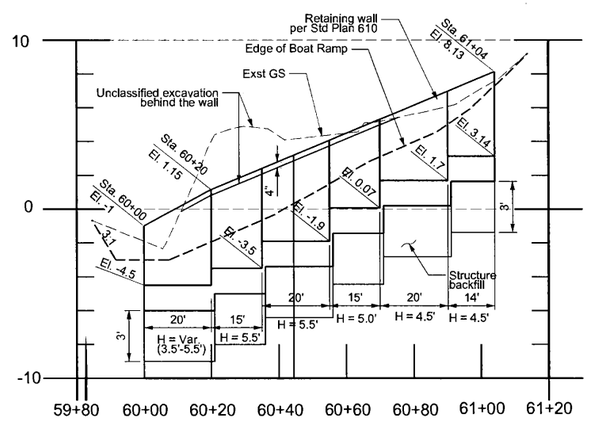


PROFILE FOR
PROPOSED BOAT RAMP
SCALE: HORIZ 1"=20'
VERT 1"=4'



DETAIL "D1"
WEIR REINFORCEMENT
NOT TO SCALE

DETAIL "D2"
AMORFLEX
NOT TO SCALE



PROFILE FOR
SOUTH RETAINING WALL
SCALE: HORIZ 1"=20'
VERT 1"=4'

DATE	MK	DESCRIPTION

REVISIONS

DRAFTER V. TE | DESIGNER C. CHEN | CHECKER J. LI | CADD PROJECT FILE NAME | REVIEWED BY | DATE

REGISTERED PROFESSIONAL ENGINEER — CHARLES C. CHEN — No. C63209 — CIVIL — STATE OF CALIFORNIA

PROJECT ENGINEER | DATE

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

OXFORD RETENTION BASIN AND PUMP STATION
MULTI-USE ENHANCEMENT PROJECT

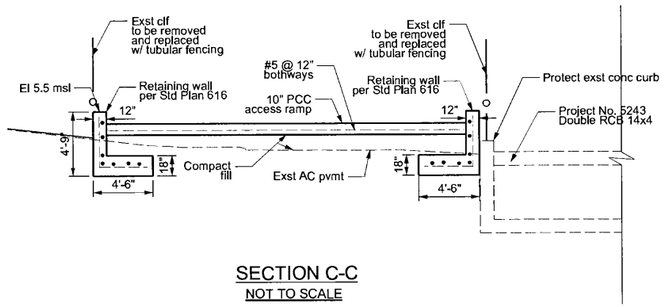
BOAT RAMP PLAN AND DETAIL AT PROJECT NO. 3872

FCC0011786	JOB JX0039	DWG 507-D4.11	SHEET 11 OF 16

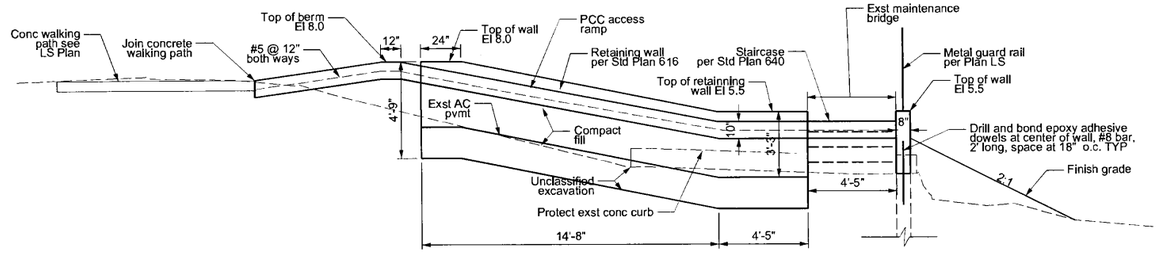
PS-OF 0705

DATE SCATBMK FILE STIMES SFILCLS

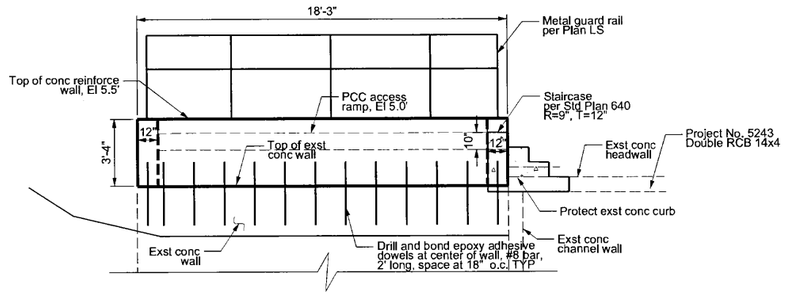
EXHIBIT# 10
Washington Blvd Access Ramp
1 of 1
Application Number:
5-13-1292
California Coastal Commission



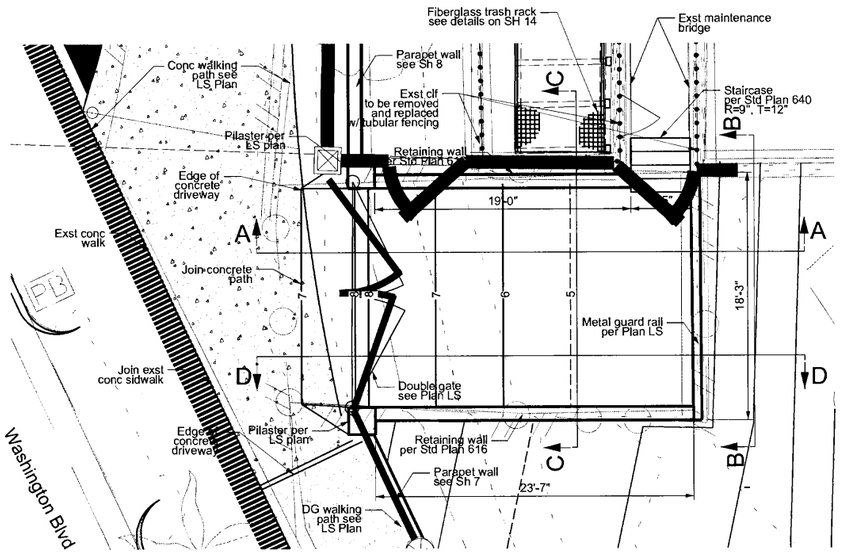
SECTION C-C
NOT TO SCALE



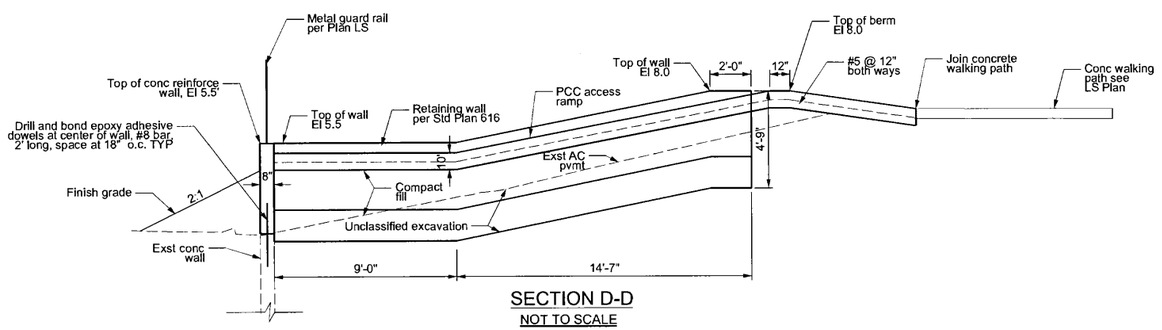
SECTION A-A
NOT TO SCALE



SECTION B-B
NOT TO SCALE



PLAN VIEW (SH 4)
ACCESS RAMP ON WASHINGTON BLVD
SCALE 1"=5'



SECTION D-D
NOT TO SCALE

DATE	MK	DESCRIPTION
		REVISIONS

PROFESSIONAL ENGINEER — CHARLES C. CHEN — No. C63209 — CIVIL — STATE OF CALIFORNIA
PROJECT ENGINEER — DATE

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

OXFORD RETENTION BASIN AND PUMP STATION
MULTI-USE ENHANCEMENT PROJECT

WASHINGTON BLVD ACCESS RAMP
PLAN, PROFILE AND DETAILS

FCC0011786	JOB JX0039	DWG 507-D4.13	SHEET 13 OF 16

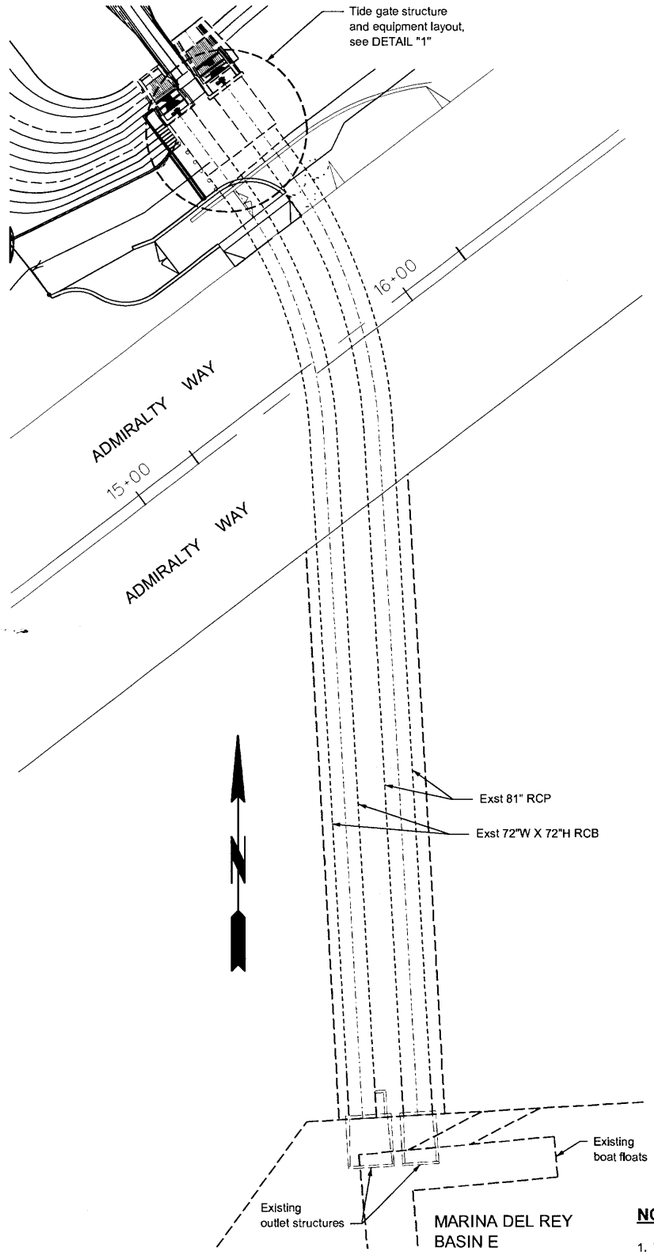
DESIGNED C. CHEN | DRAFTED V. TE | CHECKED J. LI | CADD PROJECT FILE NAME | REVIEWED BY | DATE

DATE: SCALE/IMP: FILE: STIMES SHEETS

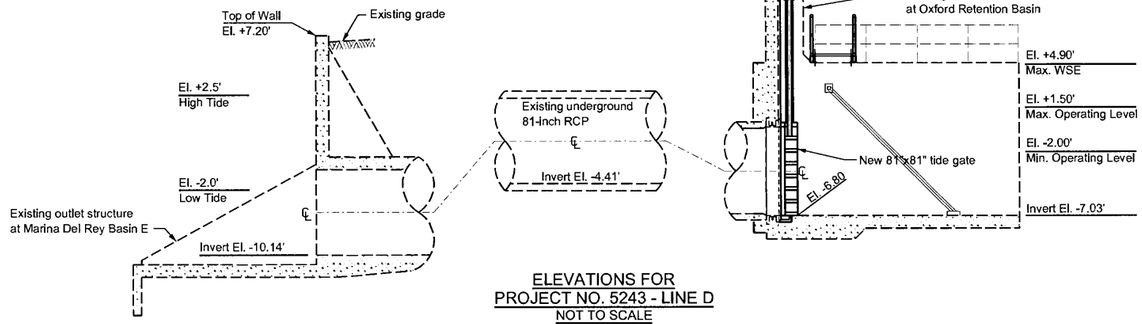
EXHIBIT# 11
Tide Gate Operational Sequence
1 of 1

Application Number:
5-13-1292
California Coastal Commission

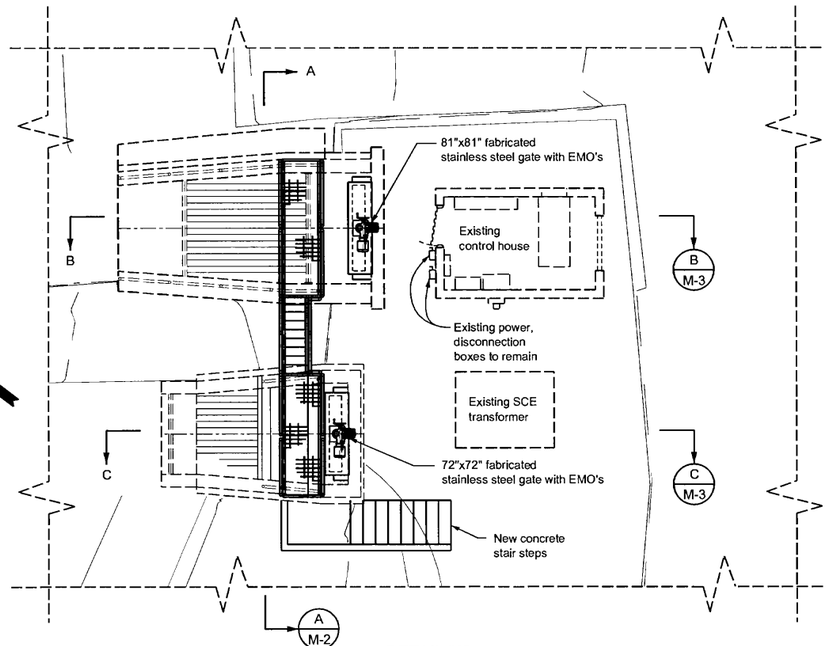
OXFORD RETENTION BASIN



MECHANICAL SITE PLAN
SCALE: 1" = 20'-0"



ELEVATIONS FOR
PROJECT NO. 5243 - LINE D
NOT TO SCALE



DETAIL "1"
MECHANICAL EQUIPMENT LAYOUT
SCALE: 1/8" = 1'-0"

NOTES:

1. The Contractor shall verify the existing dimensions that marked with " * ".

DRAFTER O.P. | DESIGNER O. PONGPUN | CHECKER P.CHANG | CADD PROJECT FILE NAME | REVIEWED BY | DATE

DATE	MK	DESCRIPTION
		REVISIONS

PETER CHANG
No. M-029732
Exp. 6/30/2014
MECHANICAL
STATE OF CALIFORNIA
REGISTERED PROFESSIONAL ENGINEER
PROJECT ENGINEER DATE

ME-1

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

OXFORD RETENTION BASIN MULTI-USE ENHANCEMENT PROJECT

MECHANICAL SITE PLAN AND
TIDE GATE OPERATION SEQUENCE

FCC0001176	JOB JX0039	DWG 507-D4.ME -1	SHEET 1 OF 5

DATE: SCALE: NONE FILE: STIMES SHEET

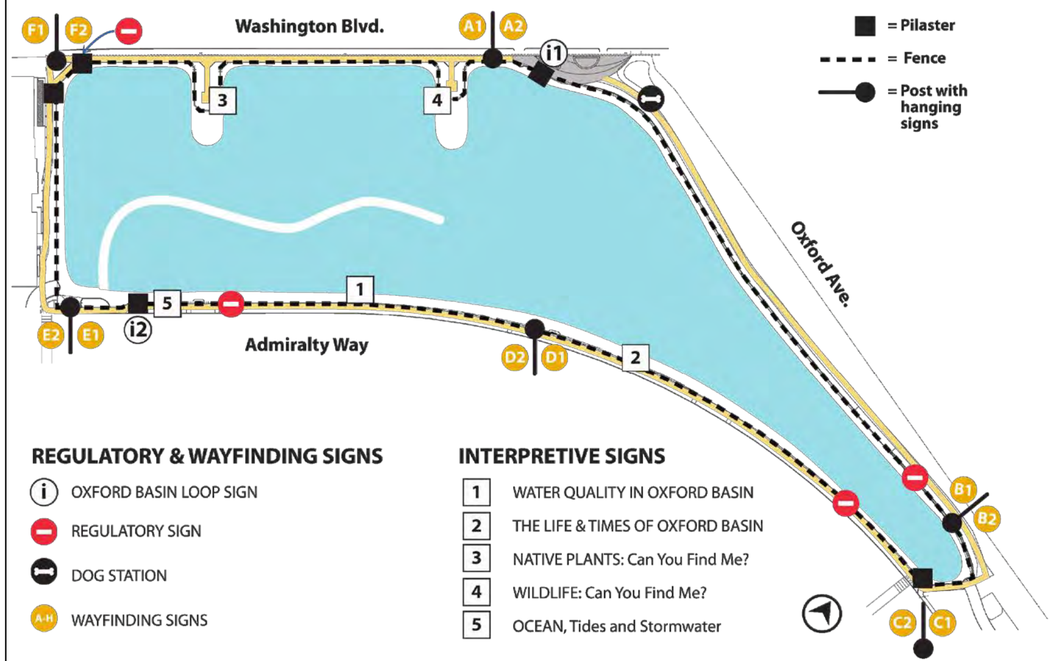
WAYFINDING & REGULATORY SIGN LEGEND

SIGNAGEGRAPHICSAREFORREFERENCE ONLY.CONTRACTORSHALLSUBMITSHOP

DRAWINGSTOCOUNTYFORFINALREVIEW ANDAPPROVAL.

ARTWORKSHALLBEPROVIDEDBYTHE COUNTY.SIGNANDGRAPHICSSHALLBE FABRICATEDANDINSTALLEDBYTHE CONTRACTOR.

SIGN LOCATION PLAN



REGULATORY & WAYFINDING SIGNS

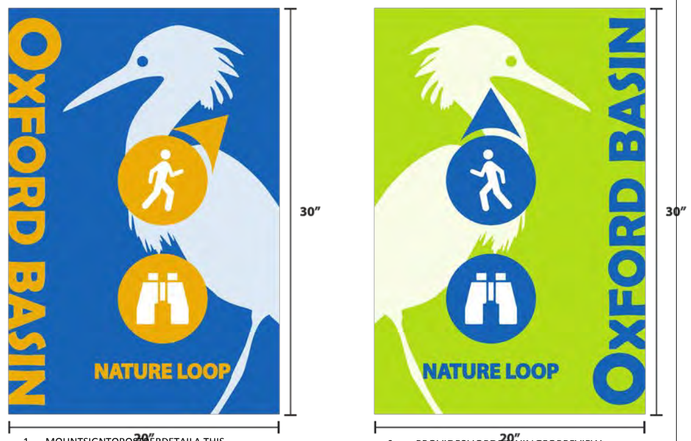
- (i) OXFORD BASIN LOOP SIGN
- REGULATORY SIGN
- DOG STATION
- A-H WAYFINDING SIGNS

INTERPRETIVE SIGNS

1. WATER QUALITY IN OXFORD BASIN
2. THE LIFE & TIMES OF OXFORD BASIN
3. NATIVE PLANTS: Can You Find Me?
4. WILDLIFE: Can You Find Me?
5. OCEAN, Tides and Stormwater

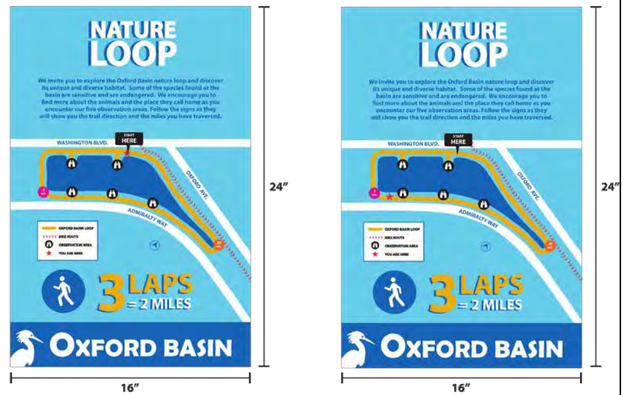
B SIGNAGELOCATIONSANDGRAPHICS

WAYFINDING SIGN



1. MOUNTSIGNTOPOFTHERDETAILA,THIS SHEET.
2. BOTTOMOFSIGNSHALLBE8'CLEARFROM FINISHGRADE.
3. PROVIDESHOPDRAWINGFORREVIEW ANDAPPROVALPRIORTOFABRICATION.

OXFORD BASIN LOOP SIGN DIMENSIONS



1. MOUNTSIGNTOCENTEROFPILASTER,TOPOFSIGN 40"FROMFINISHGRADE.
2. ATTACHWITH ½"BY2 ½" MUSHROOMHEAD CONCRETEANCHOR,ANDSECUREWITHEPOXY. INSTALLPERMANUFACTURER'SRECOMMENDATIONS.
3. INSTALL(4)ANCHORSPERSIGN.
4. LOCATEMOUNTINGATTACHMENTTOAVOID SIGNAGEGRAPHICS.PROVIDESHOPDRAWING FORREVIEWANDAPPROVALPRIORTO FABRICATION.

DOG STATION & REGULATORY SIGNS

DOG STATION SIGN

1. FORINSTALLATIONREFERTODET.IONSHEET LS-2.8.

REGULATORY SIGN

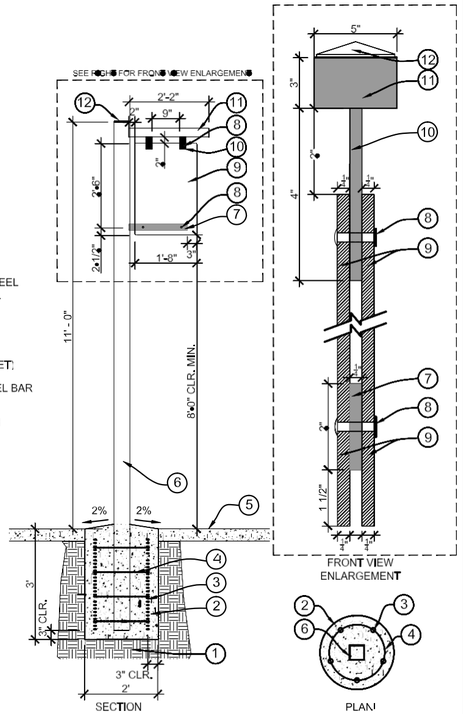
1. MOUNTREGULATORYSIGNTOPICKETWITH CARRIAGEBOLTS(4)ANDVANDAL-PROOF LOCKINGNUTS(4).
2. MOUNTREGULATORYSIGNCENTERED BETWEENPOSTS,TOPOFSIGNSHALLBE40 IN.FROMFINISHGRADE,TYPICAL.
3. LOCATEMOUNTINGATTACHMENTTOAVOID SIGNAGEGRAPHICS.PROVIDESHOPDRAWING FORREVIEWANDAPPROVALPRIORTO FABRICATION.
4. REGULATORYSIGNTOBEMOUNTEDTO FENCEPICKETS&PILASTERFACINGAWAY FROMBASIN(REFERTOPLANFORLOCATION).
5. SEEDETAILI,LS-2.8
6. LOCATEMOUNTINGATTACHMENTTOAVOID SIGNAGEGRAPHICS.PROVIDESHOPDRAWING FORREVIEWANDAPPROVALPRIORTO FABRICATION.

EXHIBIT# 12
Interpretive Signage
1 of 1
Application Number:
5-13-1292
California Coastal Commission

LEGEND:

1. COMPACTED SUBGRADE, 90%.
2. PCC FOOTING (500-C-2500) WITH 8 REBARS
3. #5 REBAR
4. #4 REBAR (HOR) AT 8" O.C.
5. ADJACENT PAVING PER PLAN.
6. 5" X 5" SQUARE TUBE STEEL POST.
7. ¼" THICK X 2' WIDE X 1'-7" LONG STEEL BAR TO RECEIVE SIGNAGE PANEL.
8. ⅛ RIVETS STAINLESS STEEL WITH EQUAL DRIVEN HEAD DIAMETER.
9. WAYFINDING SIGN (REFER TO SIGNAGE GRAPHICS ON THIS SHEET)
10. ¼" THICK X 2" WIDE X 4" LONG STEEL BAR TO RECEIVE SIGNAGE PANEL.
11. 5" X 3" SQUARE TUBE STEEL WITH WELDED CAP FLUSHED.
12. 5" X 5" SQUARE STEEL CAP.

NOTE:
A. APPLY 1 COAT OF PRIMER AND 2 COATS OF SEMI GLOSS PAINT. COLOR TO BE BLACK TO POST & HORIZONTAL TUBE.
B. ALL TUBE STEEL SHALL BE 11 GAUGE OR THICKER.



A SIGNPOSTDETAIL S:12"=1'-0"

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

DATE	MK	DESCRIPTION

REVISIONS

REGISTERED LANDSCAPE ARCHITECT STEVEN ZUREK #3111 1-14-13 STATE OF CALIFORNIA

PROJECT LANDSCAPE ARCHITECT

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

OXFORDRETENTIONBASIN
MULTI-USEENHANCEMENTPROJECT

SIGNS

PLANLS

FCC0001176	PCA EF21507000		LS-2.11

SHEET 13 OF 27

GENERALPLANTINGNOTES:

1. PLANTQUANTITIESINLEGENDAREFORCONTRACTOR'SCONVENIENCEONLY.OTHER THANCONTRACTGROWNPLANTMATERIAL,CONTRACTORISRESPONSIBLEFOR PROVIDINGALLPLANTSSHOWNONPLANTINGPLANS.

2. ALLTREESARETOBEPLANTEDMIN.20'FROMEXISTINGPOWERPOLES(WHERE APPLICABLE).

3. &2175$&725 6+$// 3529,'(´ '((3 /$<(56 2) 0(',80 72),1(7(;785(' ´ 72 ´ *5281' :22' %< 352'8&7 25 6+5(''(' %$5. 08/&+ 72 $// 121 3$9(' AREAS.COLOROFMULCHSHALLBEDARK.

4. PLANSAREDIAGRAMMATIC.THECONTRACTORSHALLBRINGTOTHEATTENTIONOF THEENGINEERANYPERCEIVEDDISCREPANCYBEFORETHESTARTOFCONSTRUCTION.

5. SOILSHALLBEREPLACEDPERPLANTINGPOCKET.EXCAVATEDEXISTINGSOILSHALL BEREMOVEDFROMTHESITEANDDISPOSEDOFPROPERLY.CONTRACTORSHALL PROVIDEANDINSTALLIMPORTEDTOPSOILTOFILLINEXCAVATEDAREASWHERE PLANTINGSAREPROPOSED.IMPORTEDTOPSOILSHALLCONFORMTOSECTIONL, LANDSCAPEOFSPECIALPROVISIONS.ANAGRONOMICALSOIL'SREPORTSHALLBE SUBMITTEDPER1.02-2OFTHESAMESECTION,REVIEWEDANDAPPROVEDBYTHE ENGINEERPRIORTOTHEDELIVERYOFTHESOILONSITE.

6. ANYSOILPREPARATIONANDPLANTINGWITHINTHEDRIPLINEOFTHEEXISTINGTREES SHALLBEDONEBYHAND.

PLANTINGLEGEND

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

PLANTINGLEGENDCONTINUED

ID	SYMBOL	BOTANICAL NAME / COMMON NAME	SIZE	QTY	SPACING/ REMARKS	WATER USE	PLANTING POCKET DIA./ DEPTH
SWAL MIX		GRASSY SWALE MIX: (*PROVIDED BY DPW)					
		[35% BY AREA, 24 PLANTS PER 1,000 S.F.] DISTICHLIS SPICATA / SALTGRASS	1 GAL.	101	48" O.C.	NA	24"/36"
		[35% BY AREA, 24 PLANTS PER 1,000 S.F.] JUNCUS ACUTUS / SPINY RUSH	1 GAL.	101	48" O.C.	M	24"/36"
		[30% BY AREA, 39 PLANTS PER 1,000 S.F.] CAREX BARBARAE / SANTA BARBARA SEDGE	1 GAL.	164	36" O.C.	M	24"/36"
		ORNAMENTAL MIX:					
ARCHOO	Ⓐ	ARCTOSTAPHYLOS HOOKERI / MONTEREY MANZANITA	5 GAL.	36	4' O.C.	L	24"/36'
CEAEBB	Ⓒ	CEANOTHUS 'EBBET'S FIELD' / DWARF WILD LILAC	5 GAL.	144	3' O.C.	L	24"/36'
LIMCAL	Ⓛ	LIMONIUM CALIFORNICA / SEA LAVENDER	1 GAL.	220	3' O.C.	L	24"/36'
SALSPA	Ⓢ	SALVIA SPATHACEA / HUMMINGBIRD SAGE	1 GAL.	99	3' O.C.	L	24"/36"
CORMAR	⊙	COREOPSIS MARITIMA / SEA DAHLIA	1 GAL.	150	2' O.C.	L	18"/36"
VERLIL	⊕	VERBENA LILACINA "DE LA MINA" / CEDROS ISLAND VERBENA	1 GAL.	133	3' O.C.	L	24"/36'
ERIKAR	Ⓨ	ERIGERON KARVINSKIANUS/ SANTA BARBARA DAISY	1 GAL.	42	3' O.C.	M	24"/36'
JUSBRA	Ⓖ	JUSTICIA BRANDEGEANA / SHRIMP PLANT	1 GAL.	43	3' O.C.	M	24"/36"
FESCAL	⊛	FESTUCA CALIFORNICA / CALIFORNIA FESCUE	1 GAL.	315	18" O.C.	M	12"/24"
IRIDOU	✱	IRIS DOUGLASIANA / DOUGLAS IRIS	1 GAL.	100	18" O.C.	M	12"/24"
HEUMAX	Ⓗ	HEUCHERA MAXIMA / ISLAND ALUM ROOT	1 GAL.	54	3' O.C.	M	24"/36"
RHUINT	⊕	RHUS INTEGRIFOLIA / LEMONADE BERRY	5 GAL.	12	8' O.C.	VL	36"/36"
		MULCH AROUND EXISTING PLANTS					

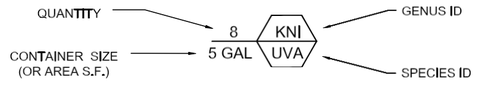
PLANT LEGEND NOTES:

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

(**) - ELEVATION FOR COASTAL SALT MARSH MIX AREA IS TO BE BETWEEN +0' MSL AND +3' MSL. SALICORNIA VIRGINICA / COMMON PICKLEWEED IS TO BE LIMITED TO THE MIDDLE ZONE (+1' MSL TO +2' MSL) WITHIN THE COASTAL SALT MARSH AREA. DISTICHLIS SPICATA / SALTGRASS IS TO BE LIMITED TO THE UPPER THIRD (+2' MSL TO +3' MSL) WITHIN THE COASTAL SALT MARSH AREA.

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

PLANT CALLOUT KEY:



EXHIBIT# 13
Landscaping Plan
Plant Palette
1 of 5
Application Number:
5-13-1292
California Coastal Commission

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

MK

REGISTERED LANDSCAPE ARCHITECT STEPHEN ZURER 2371 1-14-13 STATE OF CALIFORNIA

PLANLS

OXFORDRETENTIONBASIN MULTI-USEENHANCEMENTPROJECT

PLANTINGLEGEND&NOTES

LS-4.0

SHEET 22 OF 27

EXHIBIT# 13
Landscaping Plan
2 of 5
Application Number:
5-13-1292
California Coastal Commission

WASHINGTON BLVD.

MULCH

86 FES 1 GAL CAL

120 COR 1 GAL MAR

56 SAL 1 GAL SPA

22 ARC 5 GAL HOO

27 HEU 1 GAL MAX

50 IRI 1 GAL DOU

(14,568 S.F.) SALT MIX

(16,947 S.F.) SAGE MIX

(1,684 S.F.) PRAI MIX

9 QUE 24" B AGR

86 FES 1 GAL CAL

74 COR 1 GAL MAR

36 SAL 1 GAL SPA

14 ARC 5 GAL HOO

27 MAX 1 GAL UVA

50 IRI 1 GAL DOU

(2,492 S.F.) PRAI MIX

SANITARY SEWER

MATCHLINEAA-SEENEXTSHEET

(4692 S.F.) SALT MIX

1 QUE 24" B AGR

(904 S.F.) SCRN MIX

(1,273 S.F.) SCRN MIX

EXISTING TREES TO REMAIN

REFER TO SHEET LS-4.3 FOR S.F. & QTY THIS STRIP OF SALT MIX

REFER TO SHEET LS-4.3 FOR S.F. & QTY THIS STRIP OF SAGE MIX

7 SAL 1 GAL SPA

4 RHU 5 GAL INT

9 JUS 1 GAL BRA

21 JUS 1 GAL BRA

4 ARB 24" B MAR

40 LIM 1 GAL CAL

BIOSWALE, REFERTO CIVIL'SPLAN

MATCHLINEBB-SEENEXTSHEET

ADMIRALTYWAY

NORTH

0 10' 20' 40' 60'

GRAPHIC SCALE: 1"=20'

PLANLS

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

DATE	MK	DESCRIPTION

REVISIONS

PROJECT LANDSCAPE ARCHITECT

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

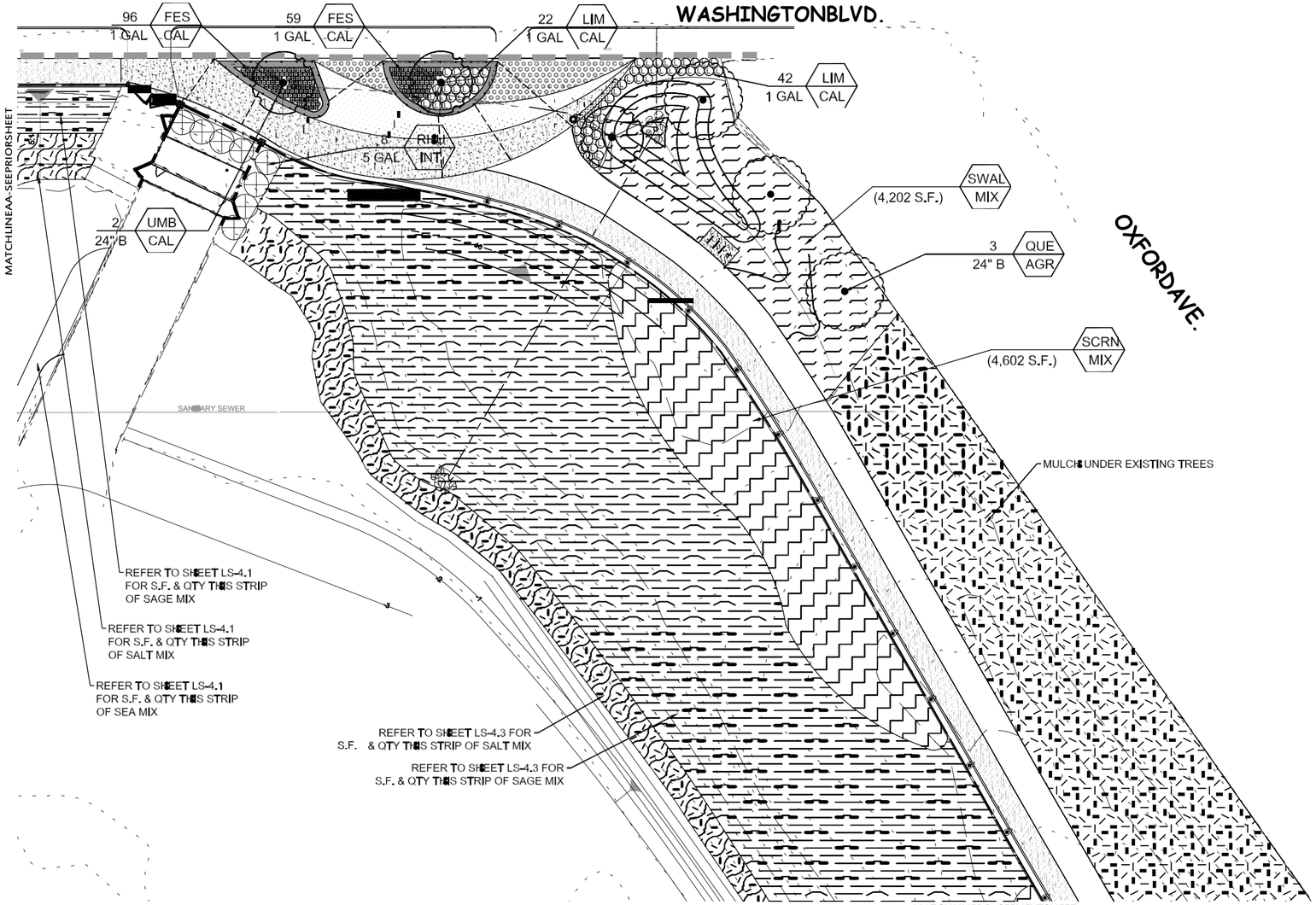
OXFORDRETENTIONBASIN
MULTI-USEENHANCEMENTPROJECT

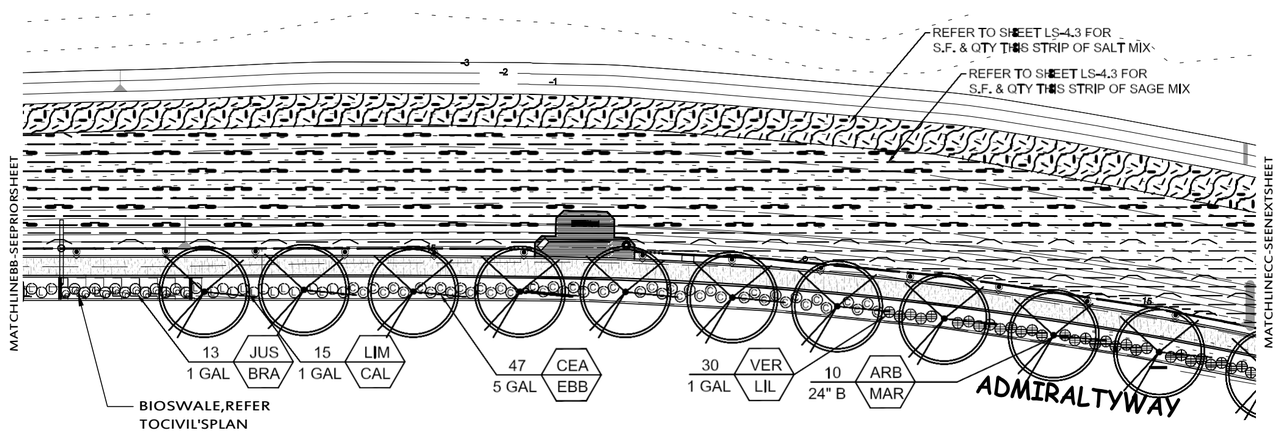
PLANTINGPLAN

LS-4.1

FCC0001178 | PCA EF21507000 | SHEET 23 OF 27

EXHIBIT# 13
Landscaping Plan
~~3 of 5~~
Application Number:
5-13-1292
California Coastal Commission





NORTH

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

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

PLANLS

DATE	MK	DESCRIPTION
		REVISIONS

REGISTERED LANDSCAPE ARCHITECT ESTHER ZURER #2178 STATE OF CALIFORNIA 1-14-13
PROJECT LANDSCAPE ARCHITECT

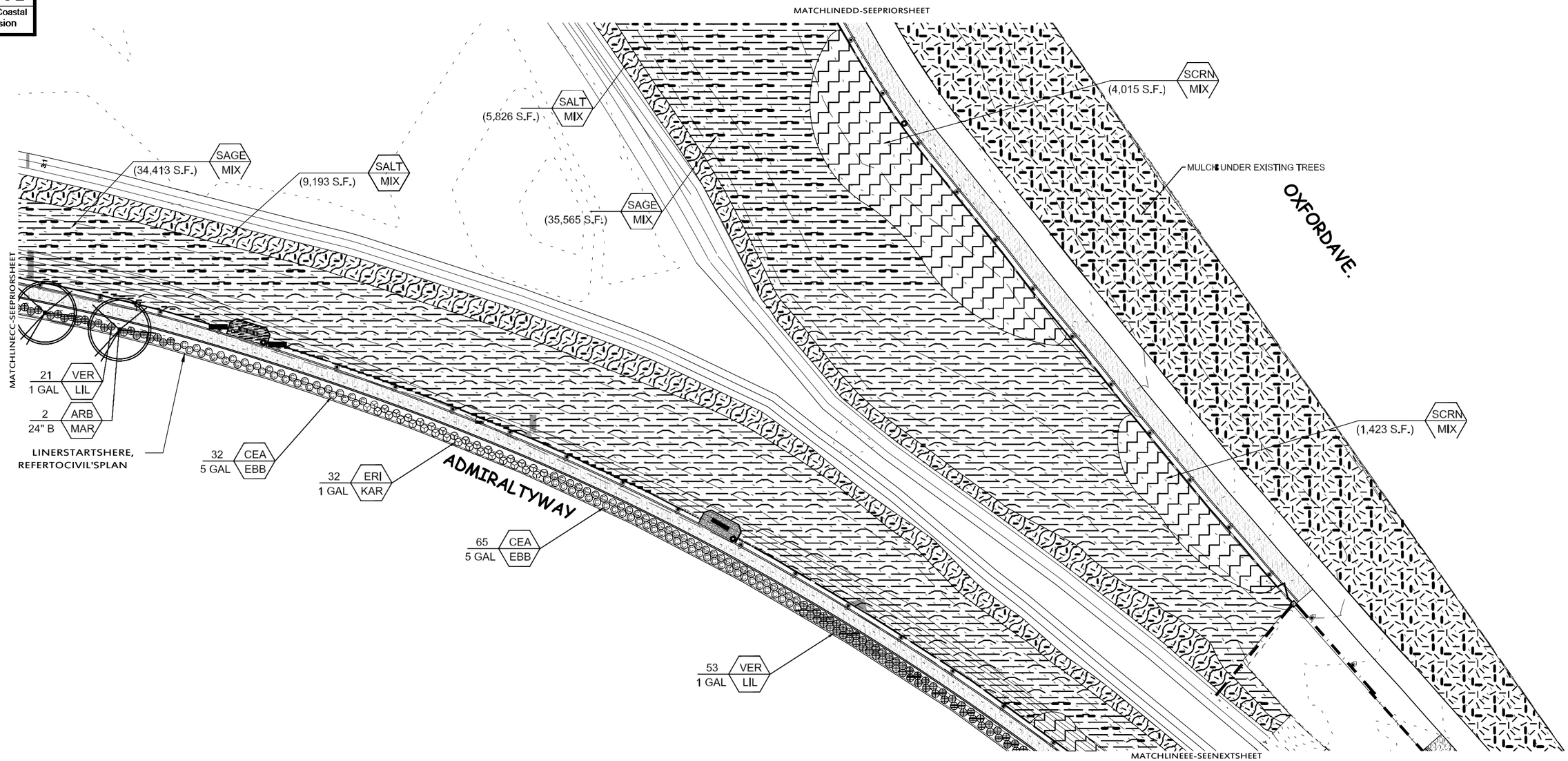
COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

OXFORDRETENTIONBASIN
MULTI-USEENHANCEMENTPROJECT

PLANTINGPLAN

LS-4.2

FCC0001178	PCA EF21507000		SHEET 24 OF 27



NORTH

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

PLANLS

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

MK

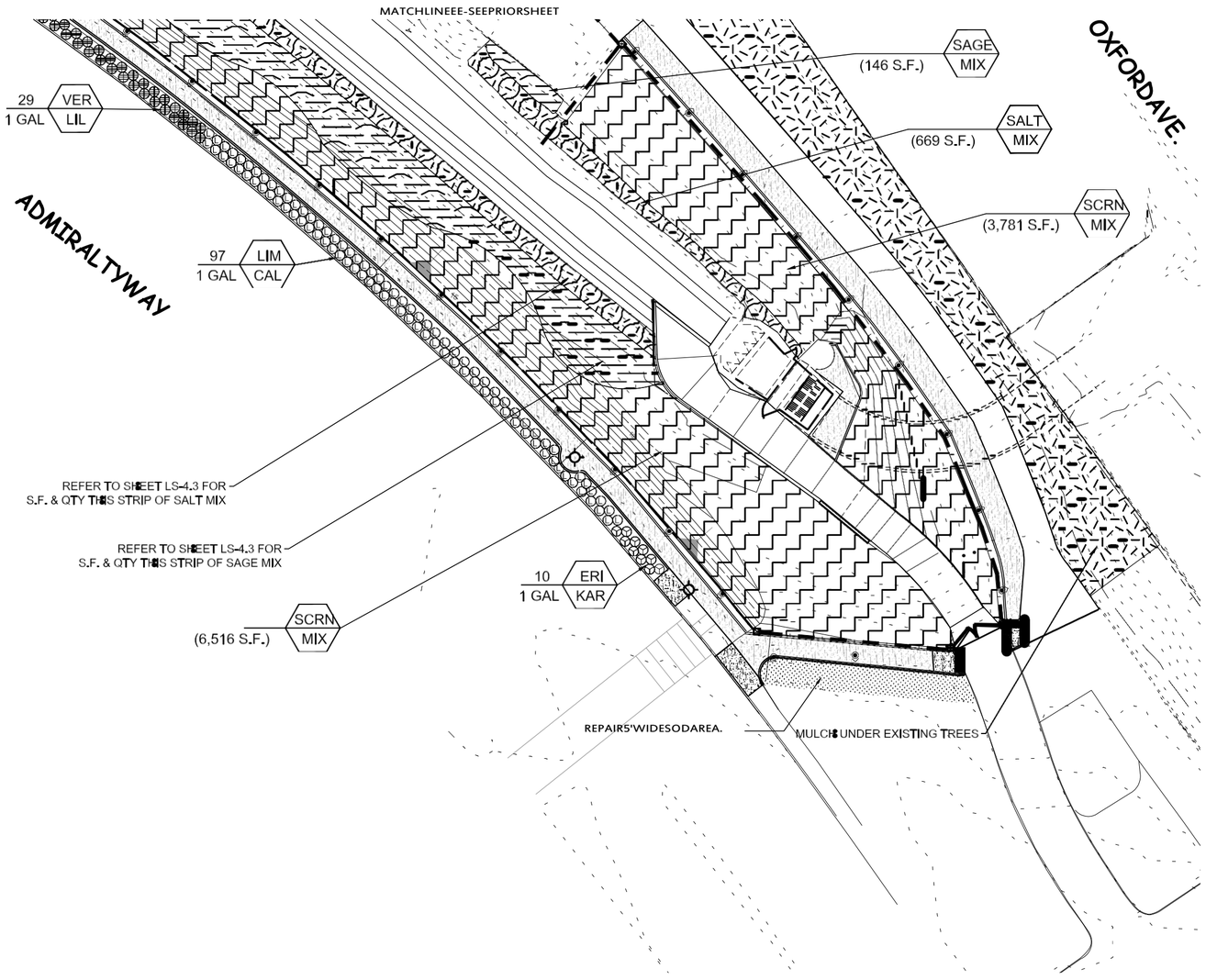
REGISTERED LANDSCAPE ARCHITECT STEPHEN ZUREK 2511 1-14-13 STATE OF CALIFORNIA

OXFORDRETENTIONBASIN MULTI-USEENHANCEMENTPROJECT

PLANTINGPLAN

LS-4.3

SHEET 25 OF 27



NORTH

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

PLANLS

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

MK

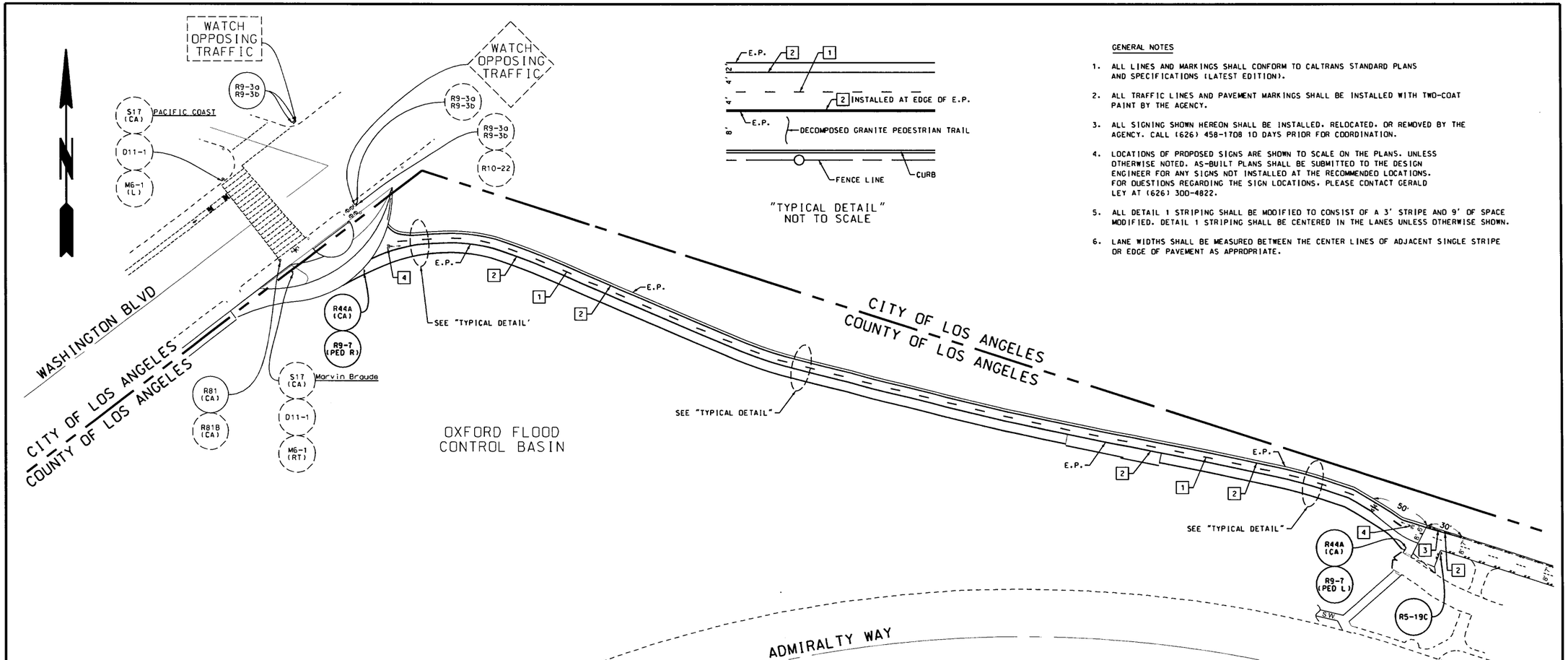
REGISTERED LANDSCAPE ARCHITECT STEPHEN ZUREK 5311 1-14-13 STATE OF CALIFORNIA

OXFORDRETENTIONBASIN MULTI-USEENHANCEMENTPROJECT

PLANTINGPLAN

LS-4.4

SHEET 26 OF 27



"TYPICAL DETAIL"
NOT TO SCALE

GENERAL NOTES

1. ALL LINES AND MARKINGS SHALL CONFORM TO CALTRANS STANDARD PLANS AND SPECIFICATIONS (LATEST EDITION).
2. ALL TRAFFIC LINES AND PAVEMENT MARKINGS SHALL BE INSTALLED WITH TWO-COAT PAINT BY THE AGENCY.
3. ALL SIGNING SHOWN HEREON SHALL BE INSTALLED, RELOCATED, OR REMOVED BY THE AGENCY. CALL (626) 458-1708 10 DAYS PRIOR FOR COORDINATION.
4. LOCATIONS OF PROPOSED SIGNS ARE SHOWN TO SCALE ON THE PLANS. UNLESS OTHERWISE NOTED, AS-BUILT PLANS SHALL BE SUBMITTED TO THE DESIGN ENGINEER FOR ANY SIGNS NOT INSTALLED AT THE RECOMMENDED LOCATIONS. FOR QUESTIONS REGARDING THE SIGN LOCATIONS, PLEASE CONTACT GERALD LEY AT (626) 300-4822.
5. ALL DETAIL 1 STRIPING SHALL BE MODIFIED TO CONSIST OF A 3' STRIPE AND 9' OF SPACE MODIFIED. DETAIL 1 STRIPING SHALL BE CENTERED IN THE LANES UNLESS OTHERWISE SHOWN.
6. LANE WIDTHS SHALL BE MEASURED BETWEEN THE CENTER LINES OF ADJACENT SINGLE STRIPE OR EDGE OF PAVEMENT AS APPROPRIATE.

CONSTRUCTION NOTES

[1] INSTALL MODIFIED DETAIL 1. (3FT SOLID 9FT SKIP)
[2] INSTALL DETAIL 27B.
[3] REMOVE EXISTING STRIPING.
[4] INSTALL "BIKE LANE SYMBOL" AND "BIKE LANE ARROW" AS SHOWN.

REVISIONS	BY	DATE	CAD FILE NAME	PROJECT

DRAWN: SEAN RYAN
SPOTTED:
SUPERVISED BY: GERALD LEY
REVIEWED BY: DANIEL QUINTANA

EXHIBIT# 14
Recreational Path Plan
1 of 1
Application Number:
5-13-1292
California Coastal Commission

REGISTERED PROFESSIONAL ENGINEER
GERALD LEY
NO. C63948
CIVIL
STATE OF CALIFORNIA

SUBMITTED: CIVIL ENGINEER NO. C63948
BY: _____ DATE: _____
RECOMMENDED:
BY: _____ DATE: _____
APPROVED:
GAIL FARBER, DIRECTOR OF PUBLIC WORKS
BY: _____ DATE: _____
ASSISTANT DEPUTY DIRECTOR

LOS ANGELES COUNTY
DEPARTMENT OF PUBLIC WORKS
TRAFFIC AND LIGHTING DIVISION

SIGNING AND STRIPING PLAN

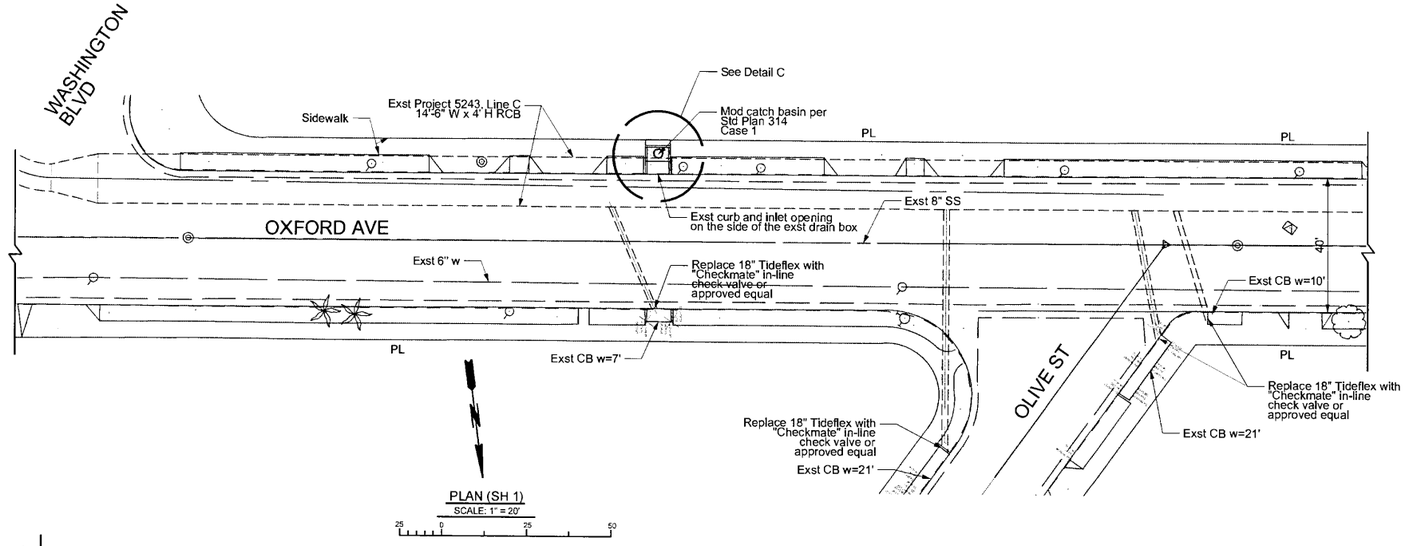
MARVIN BRAUDE BIKE PATH
ADMIRALTY WAY TO WASHINGTON BLVD

RDCD015513	SHT. 1 OF 1	SCALE: 1" = 40'	G.D. 1267

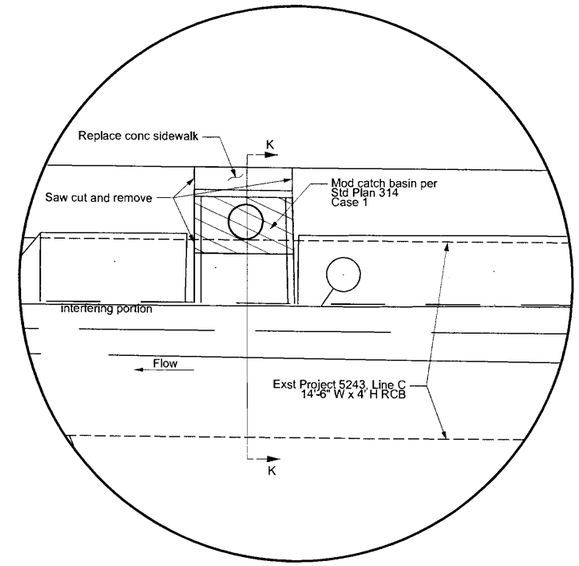
T.G. 671-J7

PLAN SP

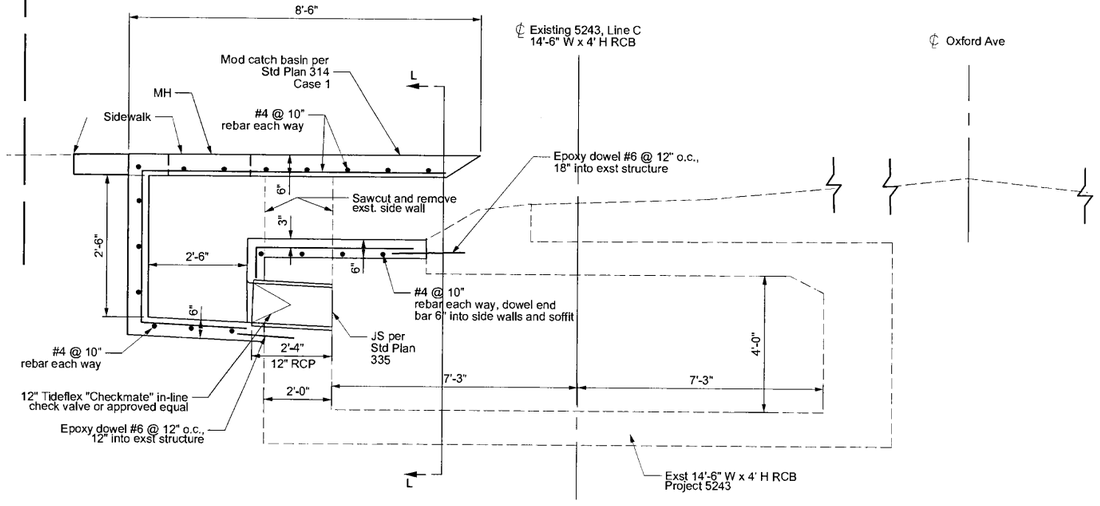
EXHIBIT# 15
Catch Basin Plan
1 of 1
Application Number:
5-13-1292
California Coastal Commission



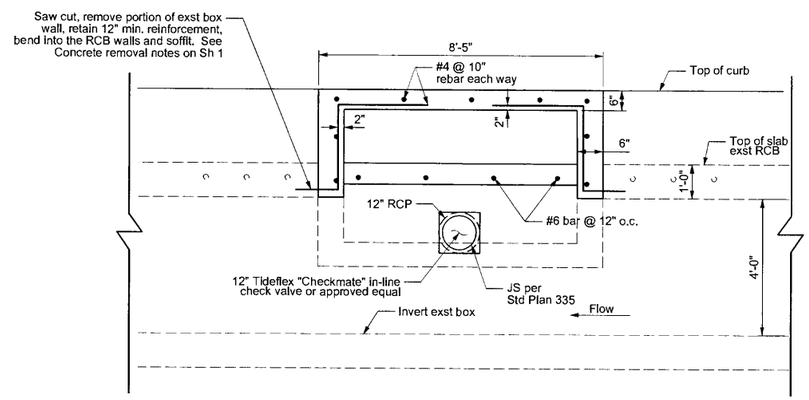
PLAN (SH 1)
SCALE: 1" = 20'
25 0 25 50



DETAIL C
PLAN VIEW
NOT TO SCALE



SECTION K-K
PROFILE VIEW
NOT TO SCALE



SECTION L-L
SECTION VIEW
NOT TO SCALE

DRAFTER C. CHEN
DESIGNER C. CHEN
CHECKER J. LI
CADD PROJECT FILE NAME
REVIEWED BY
DATE

DATE	MK	DESCRIPTION
		REVISIONS

REGISTERED PROFESSIONAL ENGINEER
CHARLES C. CHEN
NO. C63209
CIVIL
STATE OF CALIFORNIA
PROJECT ENGINEER DATE

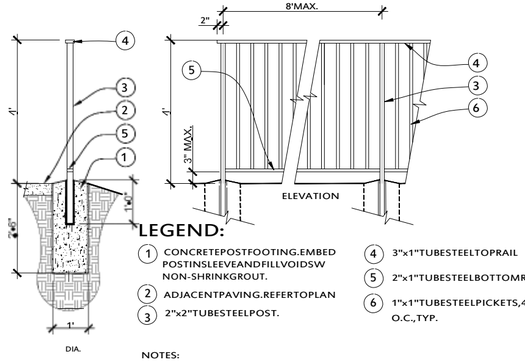
LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

PROJECT NO. 5243
LINE C
OXFORD AVE CATCH BASIN MODIFICATION

PLAN AND DETAILS

FCC0011786	JOB JX0039	DWG 364-5243-D3.2	SHEET 3 OF 3

DATE SCALE/SIZE FILE STIMES STILES



LEGEND:

1. CONCRETEPOSTFOOTING.EMBED POSTINSLEEVEANDFILLVOIDSW NON-SHRINKGROUT.
2. ADJACENTPAVING.REFERTOPLAN
3. 2"x2"TUBESTEELPOST.
4. 3"x1"TUBESTEELTOPRAIL
5. 2"x1"TUBESTEELBOTTOMRAIL
6. 1"x1"TUBESTEELPICKETS,4" O.C.,TYP.

NOTES:

A. APPLY1COATOFPRIMERAND2COATSOFSEMIGLOSSPAINT, COLORTOBEBLACK.

B. ALLTUBESTEELSHALLBE11GAUGEORTHICKER.

S:12"=1'-0"

G FENCEONGRADE,TUBULARSTEEL4'

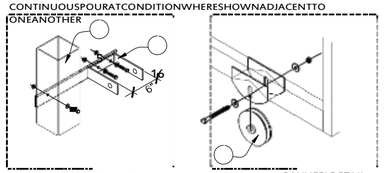
NOTES:

A. CONTRACTORSHALLPROVIDESHOPDRAWINGSFORAGENCY APPROVALPRIORTOFABRICATION.

B.ALLMETALSHALLBEGALVANIZED.METALFINISH SHALLRECEIVE1COATOFPRIMERAND2COATSOF SEMIGLOSSPAINT.COLORTOBEBLACK.

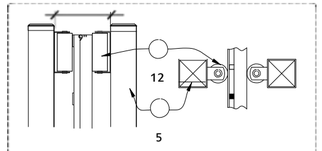
C. CONTRACTTOVERIFYEXACTDIMENSIONPRIORTO FABRICATION.

D. PILASTER,WALLANDANDFENCEFOOTINGWALLBEONE CONTINUOUSPOURATCONDITIONWHERESHOWNADJACENTTO ONEANOTHER



A.UCHANNELT.S.LATCH NTS

B.WHEELDETAIL NTS

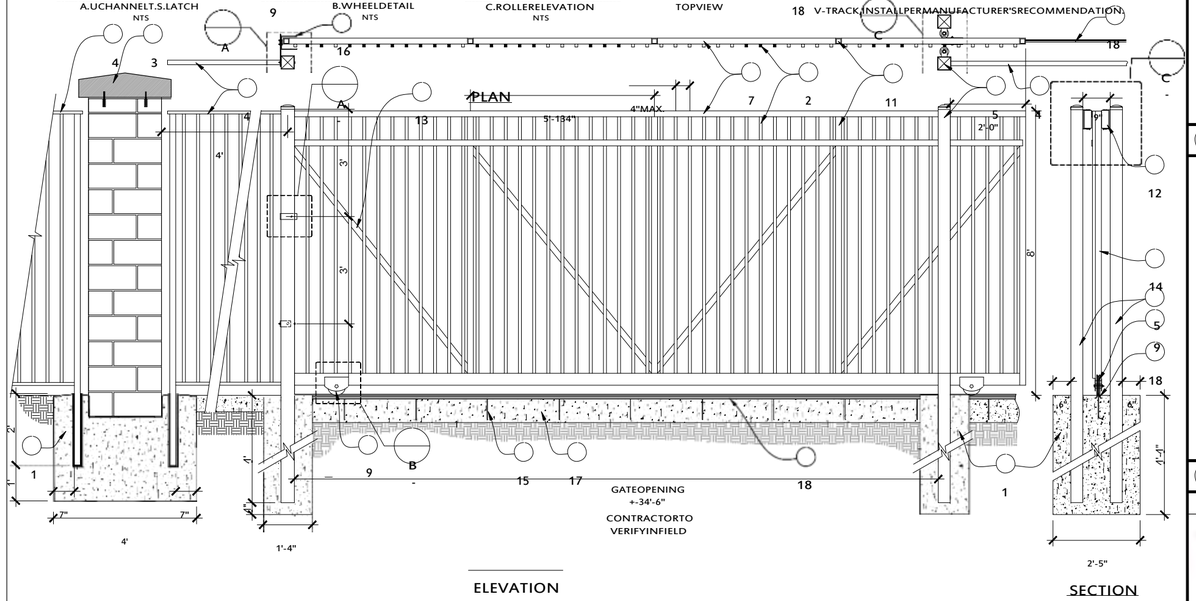


C.ROLLERELEVATION NTS

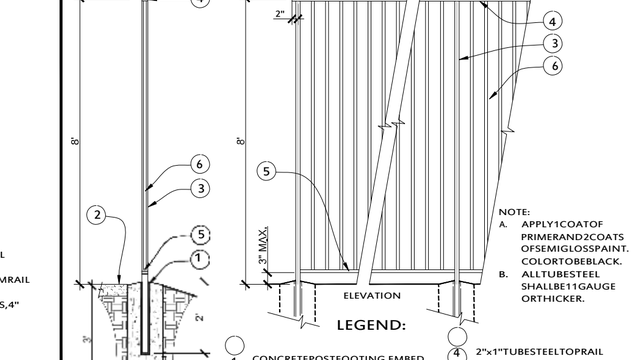
TOPVIEW

LEGEND:

1. CONCRETEFOOTING,SEESHEETLS-2.7DETAILB
2. 1"X1"TUBESTEELPICKETS.
3. PILASTERWITHPRECASTCAP.SEESHEETLS-2.7,DETAILB.
4. 8'TUBULARSTEELFENCE.SEEDETAILFTHISSHEET.
5. 4"x4"TUBESTEELGUIDEPOSTWITHCAP.
6. 2"x2"TUBESTEELFENCEPOSTWITHCAP.
7. 2"x2"TUBESTEELFRAME,2"x4"ATBOTTOMOFGATE.
8. ADJACENTPAVING,REFERTOPLAN.
9. WHEELOVERV-TRACK.
10. GATELATCH.
11. 2"X1"TUBESTEELPOST,SUPPORTATEVERY5'BETWEENFRAME.
12. ROLLERBRACKET.
13. 2"X1"DIAGONALBRACINGTUBESTEELBAR
14. ROLLERGATE
15. TRACKANCHORPINPERMANUFACTURER'SRECOMMENDATION.
16. UCHANNELSTEELLATCHTORECEIVEGATE.PROVIDE $\frac{1}{2}$"DIA.HOLE FORLOCKINGDEVICE.
17. PCCPAVINGPERPLAN
18. V-TRACK,INSTALLPERMANUFACTURER'SRECOMMENDATION.



H SLIDINGGATE,TUBULARSTEEL8' S:12"=1'-0"



NOTE:

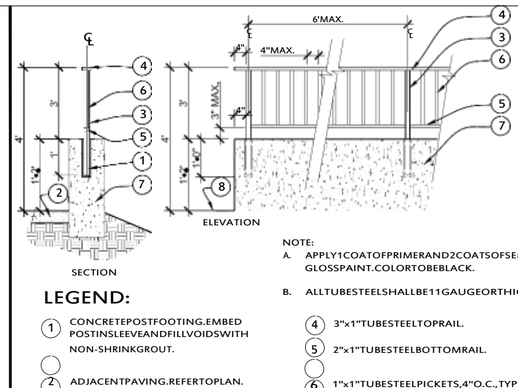
A. APPLY1COATOF PRIMERAND2COATS OFSEMIGLOSSPAINT. COLORTOBEBLACK.

B. ALLTUBESTEEL SHALLBE11GAUGE ORTHICKER.

LEGEND:

1. CONCRETEPOSTFOOTING.EMBED POSTINSLEEVEANDFILLWITH NON-SHRINKGROUT.
2. ADJACENTPAVING.REFERTOPLAN.
3. 2"x2"TUBESTEELPOST
4. 2"x1"TUBESTEELTOPRAIL
5. 2"x1"TUBESTEELBOTTOMRAIL
6. 1"x1"TUBESTEELPICKETS,4" O.C.,TYP.

F FENCEONGRADE,TUBULARSTEEL8' S:12"=1'-0"



NOTE:

A. APPLY1COATOFPRIMERAND2COATSOFSEMI GLOSSPAINT.COLORTOBEBLACK.

B. ALLTUBESTEELSHALLBE11GAUGEORTHICKER.

LEGEND:

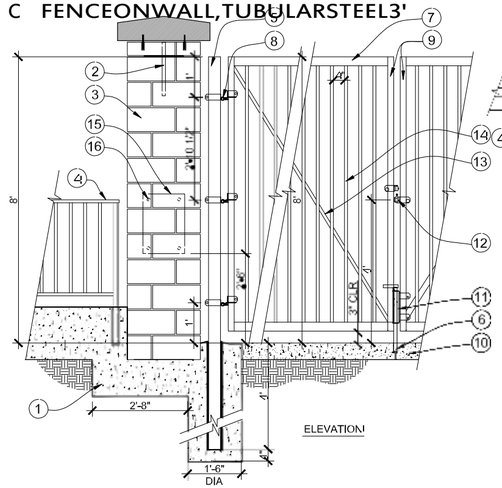
1. CONCRETEPOSTFOOTING.EMBED POSTINSLEEVEANDFILLVOIDSWITH NON-SHRINKGROUT.
2. ADJACENTPAVING.REFERTOPLAN.
3. 2"x2"TUBESTEELPOST.

REFERTOCIVIL'SPLANS,SHEETS6AND 7FORWALLHEIGHTSANDLOCATIONS.

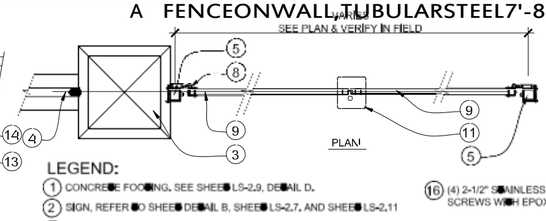
4. 3"x1"TUBESTEELTOPRAIL.
5. 2"x1"TUBESTEELBOTTOMRAIL.
6. 1"x1"TUBESTEELPICKETS,4"O.C.,TYP.
7. RETAININGWALL,REFERTOSHEET7FOR RETAININGWALLHEIGHTANDALIGNMENT.
8. FINISHEDGRADE.

S:12"=1'-0"

C FENCEONWALL,TUBULARSTEEL3'



A FENCEONWALL,TUBULARSTEEL7'-8' S:12"=1'-0"



NOTE:

A. APPLY1COATOFPRIMER AND2COATSOFSEMI GLOSSPAINT.COLORTO BEBLACK.

B. ALLTUBESTEELSHALLBE 11GAUGEORTHICKER.

LEGEND:

1. CONCRETEPOSTFOOTING.EMBED POSTINSLEEVEANDFILLVOIDSW NON-SHRINKGROUT.
2. ADJACENTPAVING.REFERTOPLAN.
3. 2"x2"TUBESTEELPOST.
4. 2"x1"TUBESTEELTOPRAIL
5. 2"x1"TUBESTEELBOTTOMRAIL
6. 1"x1"TUBESTEELPICKETS,4"O.C. MAX.,TYP.
7. RETAININGWALLOREXISTINGWALL SEESHEET6.
8. FINISHEDGRADE

LEGEND:

1. CONCRETE FOOTING. SEE SHEET LS-2.9, DETAIL D.
2. SIGN, REFER TO SHEET DETAIL B, SHEET LS-2.7, AND SHEET LS-2.11
3. PILASTER WITH PRECAST CAP. SEE SHEET LS-2.7, DETAIL B.
4. ADJACENT TUBULAR STEEL FENCE AND WALL.
5. 4" x 4" TUBULAR STEEL POST.
6. 1" DIA. CANE BOLT HOLES AT OPEN AND CLOSED POSITIONS.
7. 2" x 2" TUBE STEEL FRAME, 2" x 3" AT BOTTOM OF GATE.
8. INDUSTRIAL 180 DEG. GATE HINGE, 3 PER GATE.
9. GATE. SEE PLAN FOR GATE WIDTHS AND LOCATIONS.
10. ADJACENT PAVING. REFER TO PLAN.
11. CANE BOLT ASSEMBLY. SEE DETAIL E THIS SHEET.
12. GATE LATCH.
13. 2"X1" DIAGONAL TUBE STEEL BRACING.
14. 4"X1" TUBE STEEL PICKETS AT 4" O.C. MAX.
15. LOOP SIGNAGE OR REGULATORY SIGNAGE, SEE SHEET LS-2.11
16. (4) 2-1/2" STAINLESS STEEL LAG SCREW. SECURE SCREWS WITH EPOXY.

NOTES:

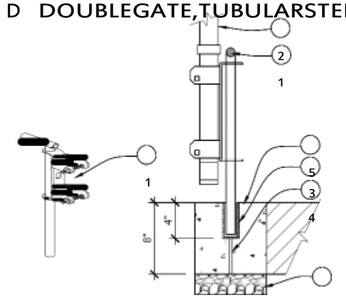
A. CONTRACTOR SHALL PROVIDE SHOP DRAWINGS FOR AGENCY APPROVAL PRIOR TO FABRICATION.

B. ALL METAL SHALL BE GALVANIZED. METAL FINISH SHALL RECEIVE 1 COAT OF PRIMER AND 2 COATS OF SEMI GLOSS PAINT. COLOR TO BE BLACK.

C. GATE OPENING DIMENSION VARIES. CONTRACTOR TO VERIFY EXACT DIMENSION FOR EACH GATE LOCATION PRIOR TO FABRICATION.

D. PILASTER, WALL AND AND FENCE FOOTING SHALL BE ONE CONTINUOUS POUR AT CONDITION WHERE SHOWN ADJACENT TO ONE ANOTHER

D DOUBLEGATE,TUBULARSTEEL8' S:12"=1'-0"



LEGEND:

1. CANEBOLT
2. GATEPOST
3. ANCHORSLEEVE
4. 38"DIA.WEEPHOLE
5. PCC,8"x8"X8"
6. CMB,8"x8"x4",90RELATIVE COMPACTION

NOTES:
1.LOCATIONOFCANEBOLTANCHOR SLEEVESTOBEFIELDVERIFIEDBY THEINSPECTORENGINEER

E CANEBOLTASSEMBLY S:1-12"=1'-0"

EXHIBIT# 16
Perimeter Fence
1 of 1
Application Number:
5-13-1292
California Coastal Commission

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

DATE	MK	DESCRIPTION
		REVISIONS

PROJECT LANDSCAPE ARCHITECT

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

PLANS

OXFORDRETENTIONBASIN
MULTI-USEENHANCEMENTPROJECT

CONSTRUCTIONDETAILS

FCC0001178	PCA EF21507000		LS-2.9