

Hearing Officer Transmittal Checklist

Hearing Date
July 3, 2012
Agenda Item No.
8

Project Number: R2012-00340-(4)
Case(s): PARKING PERMIT NUMBER 201200004
Planner: Anita Gutierrez

- Factual
- Property Location Map
- Staff Report
- Draft Resolution / Draft Ordinance / 8.5x11 Map (ZC or PA)
- Draft Findings
- Draft Conditions
- Burden of Proof Statement(s)
- Environmental Documentation (MND)
- Correspondence
- Photographs
- Aerial Image(s)
- Land Use Radius Map
- Tentative Tract / Parcel Map
- Site Plan / Floor Plans / Elevations
- Exhibit Map
- Landscaping Plans

Reviewed By: 



PROJECT SUMMARY

Department of Regional Planning

PROJECT NUMBER: R2012-00340-(4)
APPLICANT : Daniel Hyde, Pacifica Hotel Company

HEARING DATE: July 3, 2012

MAP/EXHIBIT DATE: 1/30/2012

ENTITLEMENT(S):

- Parking Permit No. 201200004
- Environmental Assessment No. 201000022

LOCATION:

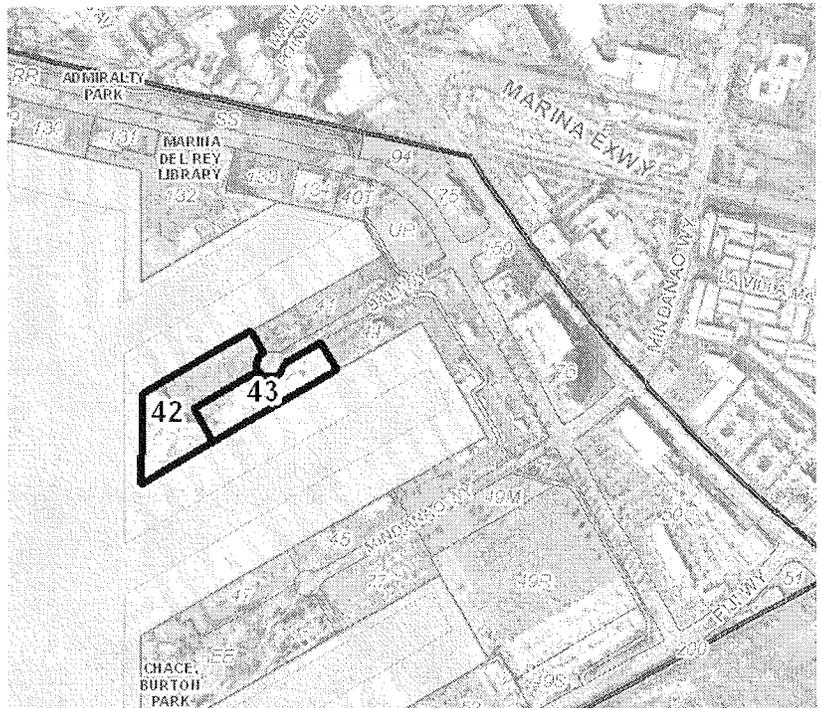
13534 Bali Way, Marina del Rey
(Marina del Rey parcels 42 and 43)

APN:

4224-008-901

Local Coastal Program:

- Marina del Rey Local Coastal Program



LAND USE DESIGNATION	ZONE	PROPOSED UNITS	SITE AREA	MAX UNITS
(Parcel 42) Hotel (Parcel 43) Visitor-Serving/Convenience Commercial	Marina del Rey Specific Zone		6.23 Total acres (Parcel 42 has 3.84 landside acres Parcel 43 has 2.39 landside acres)	

PROJECT OVERVIEW

The applicant is requesting a Parking Permit to allow for a reduction in required parking from 386 to 322 parking spaces in association with the renovation of an existing hotel building. The parking reduction only applies to the hotel renovation project; all parking for the private marina located on the waterside will be provided to current code standards.

ENVIRONMENTAL DETERMINATION (CEQA)

A Mitigated Negative Declaration for the project was previously adopted by the Board of Supervisors on May 17, 2011 under Environmental Assessment No. 201000022 pursuant to California Environmental Quality Act (CEQA) reporting requirements.

STAFF RECOMMENDATION

Approval

CASE PLANNER:

Anita Gutierrez

PHONE NUMBER:

(213) 974 - 4813

E-MAIL ADDRESS:

Agutierrez@planning.lacounty.gov

ENTITLEMENTS REQUESTED

- Parking Permit, pursuant to Los Angeles County Code Section 22.56.990 a parking permit is required when an alternative to the parking requirements of Chapter 22.52 is requested. The applicant has applied for a Parking Permit to allow for a reduction in required parking from 386 to 322 parking spaces in the Marina del Rey Specific Plan Zoned Area.

PROJECT DESCRIPTION

The applicant, Pacifica Hotel Company is proposing the substantial rehabilitation and renovation of the 160-room Marina Del Rey Hotel. Renovation would include replacement of all interior and exterior surfaces, fixtures, appurtenances and non-structural elements would be replaced, resurfaced and/or upgraded. As part of the renovation, the existing design of the surface parking lot associated with the Marina del Rey Hotel and private boat anchorage would be reconfigured to optimize functionality and comply with required fire lane accessibility (waterside improvements under separate permit). The parking lot surface would be enhanced with upgraded decorative paving along the main entrance. The parking lot would be reduced from 386 to 322 parking spaces. Thirty-three of the existing parking spaces are unpermitted, substandard parallel spaces along portions of the waterfront. The proposed parking lot would include 64 compact spaces and 258 standard parking spaces. The proposed rehabilitation will not result in an expansion of existing floor area or an increase the number of hotel rooms.

EXISTING ZONING

The subject property is zoned Specific Plan (Parcel 42) Hotel and (Parcel 43) Visitor-Serving/Convenience Commercial, in the Playa del Rey Zoned District.

Surrounding properties are zoned as follows:

North: Marine Commercial
South: Open Space
East: Marine Commercial
West: Residential III

EXISTING LAND USES

The subject property is developed with a 160-room hotel

Surrounding properties are developed as follows:

North: Commercial businesses
South: Burton Chace Park
East: Commercial businesses
West: Multi-family residential

PREVIOUS CASES/ZONING HISTORY

RPKD 201200003 – Parking Deviation for a reduction of less than 30 percent in the number of automobile parking spaces required by the Los Angeles County Code from

380 spaces to 322 spaces. One protest letter was received (attached), therefore the request was denied and the applicant subsequently applied for a parking permit.

ENVIRONMENTAL DETERMINATION

A Mitigated Negative Declaration for the project was previously adopted by the Board of Supervisors on May 17, 2011 under Environmental Assessment No. 201000022 pursuant to California Environmental Quality Act (CEQA) reporting requirements. The Initial Study concluded that there are certain potentially significant environmental impacts associated with the project that can be reduced to less than significant with the implementation of the proposed mitigation measures. The adopted Mitigation Monitoring Program is included as an attachment to this report.

STAFF EVALUATION

Marina del Rey Local Coastal Plan (Land Use Plan) Consistency

The project is designated as Hotel (Parcel 42) and Visitor-Serving/Convenience Commercial (Parcel 43) in the Marina del Rey Land Use Plan and the Marina del Rey Specific Plan. Both parcels are within the waterfront overlay zone, which is intended to provide additional flexibility for development of coastal-related and marine dependent land uses, primarily on waterfront parcels. Permitted uses include Hotels. The applicant is proposing the rehabilitation and renovation of an existing hotel, therefore the project is consistent with the permitted uses of the underlying land use category and overlay zone.

The following policies of the Local Coastal Program (LCP) are applicable to the proposed project:

A. SHORELINE ACCESS

- **(Policy 1) Public Access to Shoreline a Priority:** The project will improve public access by enhancing and amenitizing the existing, substandard waterfront pedestrian promenade located on perimeter of the site, and through its provision of enhanced public access connections between the hotel facilities and adjacent public waterfront promenade.
- **(Policy 3) The hotel rehabilitation Project's design** will improve public access to and along the shoreline through its provision of physical enhancements to the existing substandard waterfront pedestrian promenade and enhancements to connection points thereto through the hotel. The Project design will further improve public access to and along the shoreline through the applicant's installation of a public viewing area on the promenade overlooking the main channel of the Marina.

B. RECREATION & VISITOR-SERVING FACILITIES

- **(Policy 1)** The Project will significantly enhance the site's existing recreational and visitor-serving uses, through substantial renovation of the hotel facilities (including hotel restaurant, which is open to the public), improvements to the site's surface parking configuration and design, and improvement to the adjacent waterfront pedestrian promenade facilities.

Parking Policies

- **(Policy 6)** Consistent with this Policy, the Project will be developed with on-site parking facilities meeting County parking requirements, albeit with a minor reduction in parking pursuant to a Parking Permit. As outlined in the applicant's Burden of Proof for the Parking Permit, a shared-parking analysis prepared by a traffic engineer for the Project concludes that the amount of parking being provided in the Project (322 spaces) will be sufficient to ensure that adverse parking impacts will not occur on-site or off-site during peak use periods for the hotel and adjacent private boat anchorage.
- **(Policy 7)** Consistent with this Policy, the Project's parking facilities have been appropriately integrated into the overall design of the Project and have been attractively landscaped to soften the visual appearance of the surface parking field. The design of the Project's parking facilities has been reviewed and approved by both the Marina del Rey Design Control Board and the Land Development Division of the County Department of Public Works.
- **(Policy 14)** Consistent with this Policy, the Project has undergone a shared-parking analysis that encourages managed parking assignments for the various user groups making use of the parcel (i.e., boaters, hotel patrons and their guests). This managed parking program will ensure the site's parking facilities are utilized and managed in a manner that will limit adverse on- and off-site parking impacts.

Zoning Ordinance and Development Standards Compliance

Pursuant to Section 22.52.1130 of the County Code, parking for Hotels are required to provide one parking space for each two guestrooms, and one parking space for each suite of guestrooms. Using this standard 80 parking spaces would be required for the land-side portion of the project (160 rooms/2 =80 spaces). There are 277 marina slips associated with this project to be operated by a separate lessee; those slips require 166 parking spaces at the parking ratio of 0.60 spaces per slip. Due to the demand for peak parking on the subject parcels and throughout the Marina the County took a very conservative approach on parking for this project and further calculated required parking for the other accessory uses on the site; those uses include the restaurant/bar, meeting rooms, office area and on-site spa. Those additional uses require a total of 140 parking spaces, which equates to an overall required parking count of 386 parking spaces. The applicant is requesting the parking permit to allow for 322 parking spaces.

Hotel	80 spaces
Marina slip	166 spaces
Other on-site uses	140 spaces
Total Required	386
Total Provided	322

Neighborhood Impact/Land Use Compatibility

The Marina del Rey Hotel has been in continuous operation since its construction in the 1960's. The proposed renovations will neither result in the development of new or additional uses on the site nor in the intensification of existing uses on the site. The project includes only the renovation of the existing hotel facilities and appurtenant uses located on the parcels. The actual hotel renovation will be processed through a ministerial plot plan as it is an allowed use under the LCP. The only requested deviation from development standards is the reduction in parking. The applicant has submitted a shared parking analysis that analyzes the overlap of usage of various hotel elements by room guests, who in addition to having a guest room also typically make use of food service, banquet/meeting and space services. The parking analysis concludes that a peak season, peak demand of 320 spaces is forecast for weekend days (Saturday) at 3:00 p.m. The project proposes 322 parking spaces, two spaces above what the parking analysis concludes is needed at peak demand. Based on this analysis the applicant has proven that there is not a need for the number of parking spaces required. The applicant will employ a professional valet service to help manage on-site parking during scheduled "high-use" periods or events such as: a large wedding or community meeting. There will be no conflicts arising from usage of the various hotel elements.

The parking design will eliminate 33 existing, unpermitted and substandard parallel vehicle parking spaces. The re-design of the parking lot will ensure more efficient traffic circulation throughout the project site, improve drive aisle configurations and improve access for emergency vehicles. Due to the improvement of the on-site parking lot the project at the proposed location will not result in traffic congestion or excessive off-site parking.

Burden of Proof

The applicant is required to substantiate all facts identified by Section(s) 22.56.1020 of the County Code. The Burden of Proof with applicant's responses is attached. Staff is of the opinion that the applicant has met the burden of proof.

COUNTY DEPARTMENT COMMENTS AND RECOMMENDATIONS

Staff has not received any comments at this time.

LEGAL NOTIFICATION AND PUBLIC OUTREACH

Pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the County Code, the community was appropriately notified of the public hearing by mail, newspaper, property posting, library posting and DRP website posting.

PUBLIC COMMENTS

Staff has received three items of correspondence: 1) a letter from the applicant's representative, Armbruster Goldsmith & Delvac LLP refuting the claims made in the opposition letter by We ARE Marina del Rey 2) an e-mail from We ARE Marina del Rey, questioning the way in which the hearing materials have been provided as well as reiterating concerns with parking reduction and 3) an e-mail in opposition from Douglas Fay, no reasons provided. Correspondence attached.

FEES/DEPOSITS

If approved, fees identified in the attached project conditions will apply unless modified by the Hearing Officer.

STAFF RECOMMENDATION

The following recommendation is made prior to the public hearing and is subject to change based upon testimony and/or documentary evidence presented at the public hearing:

Staff recommends **APPROVAL** of Project Number R2012-00340, Parking Permit Number 201200004, subject to the attached conditions.

Prepared by Anita Gutierrez, Acting Principal Planner
Reviewed by Samuel Z. Dea, Supervising Regional Planner, Special Projects

Attachments:

Draft Findings, Draft Conditions of Approval
Applicant's Burden of Proof statement
Correspondence
Environmental Document (*MND*)
Site Photographs, Photo Simulations, Aerial Image
Site Plan, Land Use Map

SD:ADG
06/28/12

**DRAFT FINDINGS AND ORDER OF THE HEARING OFFICER
COUNTY OF LOS ANGELES
PROJECT NO. R2012-00340-(4)
PARKING PERMIT NO. 201200004**

1. **ENTITLEMENT REQUESTED.** The applicant, Pacifica Hotel Company, is requesting a Parking Permit to authorize for a reduction in required parking from 386 to 322 parking spaces pursuant to County Code Section 22.56.990 in the Marina del Rey Specific Plan Zoned Area.
2. **HEARING DATE.** July 3, 2012
3. **PROCEEDINGS BEFORE THE HEARING OFFICER.**
4. **PROJECT DESCRIPTION.** The applicant, Pacifica Hotel Company is proposing the substantial rehabilitation and renovation of the 160-room Marina Del Rey Hotel. Renovation would include replacement of all interior and exterior surfaces, fixtures, appurtenances and non-structural elements would be replaced, resurfaced and/or upgraded. As part of the renovation, the existing design of the surface parking lot associated with the Marina del Rey Hotel and private boat anchorage would be reconfigured to optimize functionality and comply with required fire lane accessibility (waterside improvements under separate permit). The parking lot surface would be enhanced with upgraded decorative paving along the main entrance. The parking lot would be reduced from 386 to 322 (approximately an 18% reduction) parking spaces. Thirty-three of the existing parking spaces are unpermitted, substandard parallel spaces along portions of the waterfront. The proposed parking lot would include 64 compact spaces and 258 standard parking spaces. The proposed rehabilitation will not result in an expansion of existing floor area or an increase the number of hotel rooms.
5. **LOCATION.** 13534 Bali Way, Marina del Rey (Marina del Rey parcels 42 and 43)
6. **SITE PLAN DESCRIPTION.** The site plan depicts an existing 3-story tall hotel building (a maximum height of 40 feet), approximately 88,041 square feet in size, with north, east, and south wings. A paved surface parking lot is located on the eastern portion of the property to consist of 322 parking spaces, internal circulation areas, and vegetated medians and landscaped areas.
7. **EXISTING ZONING.** The parcels are zoned Marina Specific Plan and are designated as Hotel (Parcel 42) and Visitor-Serving/Convenience Commercial (Parcel 43).
8. **EXISTING LAND USES.** The site is currently developed with a 160 room hotel, private marina and accessory structures including a 380 space surface parking lot.
9. **PREVIOUS CASES/ZONING HISTORY.** RPKD 201200003 – Parking Deviation for a reduction of less than 30 percent in the number of automobile parking spaces required by the Los Angeles County Code from 380 spaces to 322 spaces. One protest letter was received, therefore the request was denied and the applicant subsequently applied for a parking permit.
10. **LOCAL COASTAL PROGRAM (LCP) CONSISTENCY.** The project is consistent with the following goals and polices of the LCP:

SHORELINE ACCESS (Policy 1) Public Access to Shoreline a Priority: The project will improve public access by enhancing and amenitizing the existing, substandard waterfront

pedestrian promenade located on perimeter of the site, and through its provision of enhanced public access connections between the hotel facilities and adjacent public waterfront promenade.

(Policy 3) The hotel rehabilitation Project's design will improve public access to and along the shoreline through its provision of physical enhancements to the existing substandard waterfront pedestrian promenade and enhancements to connection points thereto through the hotel. The Project design will further improve public access to and along the shoreline through the applicant's installation of a public viewing area on the promenade overlooking the main channel of the Marina.

RECREATION & VISITOR-SERVING FACILITIES (Policy 1) The Project will significantly enhance the site's existing recreational and visitor-serving uses, through substantial renovation of the hotel facilities (including hotel restaurant, which is open to the public), improvements to the site's surface parking configuration and design, and improvement to the adjacent waterfront pedestrian promenade facilities.

Parking Policies (Policy 6) Consistent with this Policy, the Project will be developed with on-site parking facilities meeting County parking requirements, albeit with a minor reduction in parking pursuant to a Parking Permit. As outlined in the applicant's Burden of Proof for the Parking Permit, a shared-parking analysis prepared by a traffic engineer for the Project concludes that the amount of parking being provided in the Project (322 spaces) will be sufficient to ensure that adverse parking impacts will not occur on-site or off-site during peak use periods for the hotel and adjacent private boat anchorage.

(Policy 7) Consistent with this Policy, the Project's parking facilities have been appropriately integrated into the overall design of the Project and have been attractively landscaped to soften the visual appearance of the surface parking field. The design of the Project's parking facilities has been reviewed and approved by both the Marina del Rey Design Control Board and the Land Development Division of the County Department of Public Works.

(Policy 14) Consistent with this Policy, the Project has undergone a shared-parking analysis that encourages managed parking assignments for the various user groups making use of the parcel (i.e., boaters, hotel patrons and their guests). This managed parking program will ensure the site's parking facilities are utilized and managed in a manner that will limit adverse on- and off-site parking impacts.

11. Although the project is located within the California Coastal Commission appealable area, a Coastal Development permit is not a part of the project entitlements and therefore is not appealable to the Coastal Commission.
12. **ZONING ORDINANCE AND DEVELOPMENT STANDARDS COMPLIANCE.** Pursuant to Section 22.52.1130 of the County Code, parking for Hotels are required to provide one parking space for each two guestrooms, and one parking space for each suite of guestrooms. Using this standard 80 parking spaces would be required for the land-side portion of the project (160 rooms/2 =80 spaces). There are 277 marina slips associated with this project to be operated by a separate lessee; those slips require 166 parking spaces at the parking ratio of 0.60 spaces per slip. Due to the demand for peak parking on the subject parcels and throughout the Marina the County took a very conservative approach on parking for this project and further calculated

required parking for the other accessory uses on the site; those uses include the restaurant/bar, meeting rooms, office area and on-site spa. Those additional uses require a total of 140 parking spaces, which equates to an overall required parking count of 386 parking spaces. The applicant is requesting the parking permit to allow for 322 parking spaces.

12. **NEIGHBORHOOD IMPACT/LAND USE COMPATIBILITY.** The Marina del Rey Hotel has been in continuous operation since it's construction in the 1960's. The proposed renovations will neither result in the development of new or additional uses on the site nor in the intensification of existing uses on the site. The project includes only the renovation of the existing hotel facilities and appurtenant uses located on the parcels. The actual hotel renovation will be processed through a ministerial plot plan as it is an allowed use under the LCP. The only requested deviation from development standards is the reduction in parking. The applicant has submitted a shared parking analysis that analyzes the overlap of usage of various hotel elements by room guests, who in addition to having a guest room also typically make use of food service, banquet/meeting and space services. The parking analysis concludes that a peak season, peak demand of 320 spaces is forecast for weekend days (Saturday) at 3:00 p.m. The project proposes 322 parking spaces, two spaces above what the parking analysis concludes in needed at peak demand. Based on this analysis the applicant has proven that there is not a need for the number of parking spaces required. The applicant will employ a professional valet service to help manage on-site parking during scheduled "high-use" periods or events such as: a large wedding or community meeting. There will be no conflicts arising from usage of the various hotel elements.

The parking design will eliminate 33 existing, unpermitted and substandard parallel vehicle parking spaces. The re-design of the parking lot will ensure more efficient traffic circulation throughout the project site, improve drive aisle configurations and improve access for emergency vehicles. Due to the improvement of the on-site parking lot the project at the proposed location will not result in traffic congestion or excessive off-site parking.

15. **LEGAL NOTIFICATION AND PUBLIC OUTREACH.** Pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the County Code, the community was appropriately notified of the public hearing by mail, newspaper and property posting.
16. **PUBLIC COMMENTS.** Staff has received a letter from the applicant's representative, Armbruster Goldsmith & Delvac, LLP refuting the claims made in the opposition letter submitted by We ARE Marina del Rey.

PARKING PERMIT SPECIFIC FINDINGS

18. The applicant has submitted a shared parking analysis that analyzes the overlap of usage of various hotel elements by room guests, who in addition to having a guest room also typically make use of food service, banquet/meeting and space services. The parking analysis concludes that a peak season, peak demand of 320 spaces is forecast for weekend days (Saturday) at 3:00 p.m. The project proposes 322 parking spaces, two spaces above what the parking analysis concludes in needed at peak demand.
19. Therefore, there will be no need for the number of parking spaces required by Part 11 of Chapter 52.

20. The maximum seasonal parking need for the project site will be approximately 320 parking spaces as noted in the LLG parking study and the applicant is providing 322 parking spaces. Additionally on an as needed basis the applicant will employ a professional valet service to help manage on-site parking during scheduled "high-use" periods or events such as: a large wedding or community meeting.
21. Therefore, there will be no conflicts arising from special parking arrangements allowing shared facilities.
22. The parking design will eliminate 33 existing, unpermitted and substandard parallel vehicle parking spaces. The re-design of the parking lot will ensure more efficient traffic circulation throughout the project site, improve drive aisle configurations and improve access for emergency vehicles. Additionally the use of a professional valet service to help manage on-site parking during scheduled "high-use" periods or events such as: a large wedding or community meeting will prevent spillover onto area streets.
23. Therefore, the requested parking permit at the location proposed will not result in traffic congestion, excessive off-site parking or unauthorized use of parking facilities developed to serve surrounding properties.
24. As depicted on the Exhibit A map, the subject parcels (Marina Parcel 42 and 43) are sufficient size and shape to accommodate the proposed signs, parking, yards, walls, fences, loading facilities, landscaping and other development features required in the County Code. Additionally, the Marina del Rey Design Control Board has reviewed and conceptually approved the proposed site plan.
25. Therefore, the proposed site is adequate in size and shape to accommodate the yards, walls, fences, loading facilities, landscaping and other development features prescribed in the Zoning Ordinance.

ENVIRONMENTAL DETERMINATION

26. The Hearing Officer concurs with the Mitigated Negative Declaration for this project adopted by the Board of Supervisors on May 17, 2011 under Environmental Assessment No. 201000022 pursuant to California Environmental Quality Act (CEQA) reporting requirements. The Initial Study concluded that there are certain potentially significant environmental impacts associated with the project that can be reduced to less than significant with the implementation of the proposed mitigation measures. The adopted Mitigation Monitoring Program is included as an attachment to this report.
27. **TERM LIMIT.** To assure continued compatibility between the use of the subject property allowed by this grant and surrounding land uses, the Hearing Officer determines that it is necessary to limit the term of the grant to the life of the hotel project.
28. **RECORD OF PROCEEDINGS.** The location of the documents and other materials constituting the record of proceedings upon which the Hearing Officer's decision is based in this matter is at the Los Angeles County Department of Regional Planning, 13th Floor, Hall of Records, 320 West Temple Street, Los Angeles, CA 90012. The custodian of such documents and materials shall

be the Section Head of the Special Projects Section, Los Angeles County Department of Regional Planning.

BASED ON THE FOREGOING, THE HEARING OFFICER CONCLUDES:

- A. That there will be no need for the number of parking spaces required by Part 11 of Chapter 22.52 because the business or use has established a viable transportation program for its employees and/or customers to use transportation modes other than the single-occupant automobile. Such a program shall include positive incentives such as van pools, transit fare subsidies, commuter travel allowances, car pools or bicycle commuter facilities. Where appropriate, proximity to freeways with high-occupancy vehicle (HOV) lanes, bus routes, park-and-ride facilities, people-movers, rapid transit stations, bikeways, or other similar facilities shall be a factor in this consideration; and
- B. That there will be no conflicts arising from special parking arrangements allowing shared facilities, tandem spaces or compact spaces because uses sharing parking facilities operate at different times of the day or days of the week; and
- C. That the requested parking permit at the location proposed will not result in traffic congestion, excessive off-site parking, or unauthorized use of parking facilities developed to serve surrounding property; and
- D. That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, loading facilities, landscaping and other development features prescribed in this Title 22.

THEREFORE, the information submitted by the applicant and presented at the public hearing substantiates the required findings for a Parking Permit as set forth in Section 22.56.1060 of the Los Angeles County Code (Zoning Ordinance).

HEARING OFFICER ACTION:

- 1. In view of the findings of fact and conclusions presented above, Parking Permit 201200004 is approved subject to the attached conditions.

SD:ADG
06/28/2012

c: Hearing Officer, Zoning Enforcement, Building and Safety

**DRAFT CONDITIONS OF APPROVAL
COUNTY OF LOS ANGELES
PROJECT NO. R2012-00340-(4)
PARKING PERMIT NO. 201200004**

PROJECT DESCRIPTION

The project is a rehabilitation and renovation of the Marina Del Rey Hotel (160 rooms). Renovation would include replacement of all interior and exterior surfaces, fixtures, appurtenances and non-structural elements would be replaced, resurfaced and/or upgraded. As part of the renovation, the existing design of the surface parking lot associated with the Marina del Rey Hotel and Parcels 42/43 boat anchorage would be reconfigured to optimize functionality and comply with required fire lane accessibility. The parking lot surface would be enhanced with upgraded decorative paving along the main entrance. The parking lot would be reduced from 386 to 322 parking spaces. Thirty-three of the existing parking spaces are unpermitted, substandard parallel spaces along portions of the waterfront. The proposed parking lot would include 64 compact spaces and 258 standard parking spaces. The proposed rehabilitation will not result in an expansion of existing floor area or an increase the number of hotel rooms. Project subject to the following conditions of approval:

GENERAL CONDITIONS

1. Unless otherwise apparent from the context, the term "permittee" shall include the applicant, owner of the property, and any other person, corporation, or other entity making use of this grant.
2. This grant shall not be effective for any purpose until the permittee, and the owner of the subject property if other than the permittee, have filed at the office of the Los Angeles County ("County") Department of Regional Planning ("Regional Planning") their affidavit stating that they are aware of and agree to accept all of the conditions of this grant, and until all required monies have been paid pursuant to Condition Nos. 10, 12, and 15. Notwithstanding the foregoing, this Condition No. 2 and Condition Nos. 4, 5, 9, and 12 shall be effective immediately upon the date of final approval of this grant by the County.
3. Unless otherwise apparent from the context, the term "date of final approval" shall mean the date the County's action becomes effective pursuant to Section 22.60.260 of the County Code.
4. The permittee shall defend, indemnify, and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void, or annul this permit approval, which action is brought within the applicable time period of Government Code Section 65009 or any other applicable limitations period. The County shall promptly notify the permittee of any claim, action, or proceeding and the County shall fully cooperate in the defense. If the County fails to promptly notify the permittee of any claim action or proceeding, or if the County fails to cooperate fully in the defense, the permittee shall not thereafter be responsible to defend, indemnify, or hold harmless the County.

5. In the event that any claim, action, or proceeding as described above is filed against the County, the permittee shall within ten days of the filing make an initial deposit with Regional Planning in the amount of up to \$5,000.00, from which actual costs and expenses shall be billed and deducted for the purpose of defraying the costs or expenses involved in Regional Planning's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance provided to permittee or permittee's counsel.

If during the litigation process, actual costs or expenses incurred reach 80 percent of the amount on deposit, the permittee shall deposit additional funds sufficient to bring the balance up to the amount of \$5,000.00. There is no limit to the number of supplemental deposits that may be required prior to completion of the litigation.

At the sole discretion of the permittee, the amount of an initial or any supplemental deposit may exceed the minimum amounts defined herein. Additionally, the cost for collection and duplication of records and other related documents shall be paid by the permittee according to County Code Section 2.170.010.

6. If any material provision of this grant is held or declared to be invalid by a court of competent jurisdiction, the permit shall be void and the privileges granted hereunder shall lapse.
7. Upon any transfer or lease of the property during the term of this grant, the permittee, or the owner of the subject property if other than the permittee, shall promptly provide a copy of the grant and its conditions to the transferee or lessee of the subject property.
8. This grant shall terminate at such time the use on the subject property is no longer a hotel. Entitlement to use of the property thereafter shall be subject to the regulations then in effect. If the permittee intends to continue operations after a change of use on the subject property, whether or not the permittee proposes any modifications to the use at that time, the permittee shall file a Parking Permit application with Regional Planning, or shall otherwise comply with the applicable sign requirements at that time. In the event that the permittee seeks to discontinue or otherwise change the use, notice is hereby given that the use of such property may require additional or different permits and would be subject to the then-applicable regulations.
9. This grant shall expire unless used within two (2) years from the date of final approval of the grant. A single one-year time extension may be requested in writing and with the payment of the applicable fee prior to such expiration date.
10. The subject property shall be maintained and operated in full compliance with the conditions of this grant and any law, statute, ordinance, or other regulation applicable to any development or activity on the subject property. Failure of the permittee to cease any development or activity not in full compliance shall be a violation of these conditions. Inspections shall be made to ensure compliance with

the conditions of this grant as well as to ensure that any development undertaken on the subject property is in accordance with the approved site plan on file. The permittee shall deposit with the County the sum of **\$2,000.00**. The deposit shall be placed in a performance fund, which shall be used exclusively to compensate Regional Planning for all expenses incurred while inspecting the premises to determine the permittee's compliance with the conditions of approval. The fund provides for **ten (10) biennial (one every other year)** inspections. Inspections shall be unannounced.

If additional inspections are required to ensure compliance with the conditions of this grant, or if any inspection discloses that the subject property is being used in violation of any one of the conditions of this grant, the permittee shall be financially responsible and shall reimburse Regional Planning for all additional enforcement efforts necessary to bring the subject property into compliance. The amount charged for additional inspections shall be \$200.00 per inspection, or the current recovery cost at the time any additional inspections are required, whichever is greater.

11. Within three (3) days of the date of final approval of this grant, the permittee shall remit processing fees payable to the County of Los Angeles in connection with the filing and posting of a Notice of Determination (NOD) for this project and its entitlements in compliance with Section 21152 of the Public Resources Code. Unless a Certificate of Exemption is issued by the California Department of Fish and Game pursuant to Section 711.4 of the California Fish and Game Code, the permittee shall pay the fees in effect at the time of the filing of the NOD, as provided for in Section 711.4 of the Fish and Game Code, currently **\$2,176.50** (\$2,101.50 for a Negative Declaration or Mitigated Negative Declaration plus \$75.00 processing fee). No land use project subject to this requirement is final, vested or operative until the fee is paid.
12. The permittee shall comply with all mitigation measures identified in the Mitigation Monitoring Program ("MMP"), which are incorporated by this reference as if set forth fully herein.
13. Within thirty (30) days of the date of final approval of the grant by the County, the permittee shall record a covenant and agreement, which attaches the Mitigation Monitoring Program ("MMP") and agrees to comply with the mitigation measures imposed by the **Mitigated Negative Declaration** for this project, in the office of the Recorder. Prior to recordation of the covenant, the permittee shall submit a draft copy of the covenant and agreement to Regional Planning for review and approval. As a means of ensuring the effectiveness of the mitigation measures, the permittee shall submit annual mitigation monitoring reports to Regional Planning for approval or as required. The reports shall describe the status of the permittee's compliance with the required mitigation measures.
14. The permittee shall deposit an initial sum of \$6,000.00 with Regional Planning within thirty (30) days of the date of final approval of this grant in order to defray the cost of reviewing and verifying the information contained in the reports required

by the MMP. The permittee shall replenish the mitigation monitoring account if necessary until all mitigation measures have been implemented and completed.

15. Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Regional Planning Commission ("Commission") or a Hearing Officer may, after conducting a public hearing, revoke or modify this grant, if the Commission or Hearing Officer finds that these conditions have been violated or that this grant has been exercised so as to be detrimental to the public's health or safety or so as to be a nuisance, or as otherwise authorized pursuant to Chapter 22.56, Part 13 of the County Code.
16. All development pursuant to this grant must be kept in full compliance with the County Fire Code.
17. All development shall comply with the requirements of Title 22 of the County Code ("Zoning Ordinance") and of the specific zoning of the subject property, unless specifically modified by this grant, as set forth in these conditions, including the approved Exhibit "A," or a revised Exhibit "A" approved by the Director.
18. All development pursuant to this grant shall conform with the requirements of County Department of Public Works.
19. All structures, walls and fences open to public view shall remain free of graffiti or other extraneous markings, drawings, or signage that was not approved by Regional Planning. These shall include any of the above that do not directly relate to the business being operated on the premises or that do not provide pertinent information about said premises. The only exceptions shall be seasonal decorations or signage provided under the auspices of a civic or non-profit organization.

In the event of graffiti or other extraneous markings occurring, the permittee shall remove or cover said markings, drawings, or signage within 24 hours of notification of such occurrence, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.

20. The subject property shall be developed and maintained in substantial compliance with the plans marked Exhibit "A." If changes to the site plan are required as a result of instruction given at the public hearing, **three (3) copies** of a modified Exhibit "A" shall be submitted to Regional Planning within sixty (60) days of the date of final approval.
21. In the event that subsequent revisions to the approved Exhibit "A" are submitted, the permittee shall submit **three (3) copies** of the proposed plans to the Director for review and approval. All revised plans must be accompanied by the written authorization of the property owner(s) and applicable fee for such revision.

PERMIT SPECIFIC CONDITIONS - PARKING PERMIT

22. The permittee shall make available not less than three-hundred and twenty-two (322) parking spaces on-site, of which, a minimum of eight (8) parking space shall be handicap accessible pursuant to parking standards in the County Code Sections 22.52.1130 and Recreational Boating Policy 9 of the Marina del Rey Local Coastal Program.

Attachments:

Mitigation Monitoring Program (pages 1- 6)

**Marina del Rey Hotel Rehabilitation and Parcels 42/43 Boat Anchorage Project
(Marina del Rey Parcels 42 and 43 and adjacent Basins F and G)
County Project No. R2010-00669-(4)/ Environmental Review No. RENV201000022
Mitigation Monitoring Program**

Impact Mitigation	Responsible Agency or Party	Action Required	Monitoring Agency or Party	Timing
Flood Hazard				
1. Prior to issuance of building permits, applicant shall submit a Drainage Concept to the Los Angeles County Department of Public Works for review and approval, if required by and to the satisfaction of said Department.	Applicant	Submittal of Drainage Concept to DPW prior to issuance of grading or building permit, if required by said Department	Los Angeles County Department of Public Works (DPW)	Prior to issuance of building permit
Noise				
2. All construction equipment, fixed or mobile, that is utilized on the site shall be in proper operating condition and fitted with standard factory silencing features. In areas where construction equipment (such as generators and air compressors) is left stationary and operating for more than one day within 100 feet of sensitive uses, temporary portable noise structures shall be built. These barriers shall be located between the piece of equipment and sensitive land uses that preclude all sight-lines from the equipment to the residential land use(s).	Project Applicant	Properly maintain construction equipment and provide temporary portable noise structures, where applicable	DPW	Throughout construction activities
3. Construction activities shall be restricted to between the hours of 7:30 a.m. to 6:00 p.m., and shall be prohibited on Saturdays, Sundays, and legal holidays, in order to reduce noise disturbance to multi-family residences located westerly of the project site.	Project Applicant	Restriction on construction hours	DPW	Throughout construction activities
4. Pile driving shall be limited to the hours between 8:00 a.m. and 4:30 p.m. Monday through Friday, and shall be prohibited on Saturdays, Sundays and legal holidays. Noise impacts of the pile driving activities associated with the anchorage construction shall be mitigated with the use of noise shrouds, where practicable.	Project Applicant	Restriction on construction hours	DPW	Throughout construction activities

Impact Mitigation	Responsible Agency or Party	Action Required	Monitoring Agency or Party	Timing
5. Construction crews shall turn off trucks or heavy equipment if the expected duration of engine idling exceeds five (5) minutes in order to reduce noise disturbance to adjacent multi-family residences.	Construction Contractor	Minimize idling of engine equipment	DPW	Throughout construction activities
6. The applicant shall post a notice at the construction site indicating the type of project, duration of construction activities, and a phone number where questions and complaints can be registered.	Project Applicant	Posting of notice	DRP	Throughout construction activities
7. Staging and delivery areas shall be located as far away as feasible from the existing multi-family residences located westerly of the subject parcel. Construction-related deliveries and hauling activities shall be scheduled between 8:00 a.m. and 4:00 p.m., except on Saturdays, Sundays, and legal holidays, to minimize disturbance to surrounding residents.	Project Applicant	Location of staged equipment to be as far as possible from residences and deliveries and hauling to be restricted to the hours noted	DRP	Throughout construction activities
8. The contractor shall ensure that all construction equipment, fixed and mobile, is regularly maintained and in proper operating condition and fitted with standard silencing devices. Proper engineering noise controls shall be implemented when necessary on fixed equipment.	Construction Contractor	Minimize equipment noise through proper maintenance	DPW	Throughout construction activities
9. The applicant shall notify residents in the surrounding area (within 1,000 feet of construction activity) by postcard of the anticipated duration of construction and anticipated activities prior to the start of construction. The notice will provide a phone number where neighbors can register questions and complaints. A log of questions and complaints will be maintained and reasonable efforts shall be made to respond to questions and address complaints.	Project Applicant	Postcard notification of residents within 1,000 feet	DRP	Prior to start of construction activities
Water Quality				
10. Hammers and other hydraulic attachments shall be placed on plywood and covered with plastic or a comparable material prior to the onset of rain to prevent run-on and run-off.	Project Applicant	Provide plywood and appropriate covers for equipment	DRP	Throughout construction activities

Impact Mitigation	Responsible Agency or Party	Action Required	Monitoring Agency or Party	Timing
11. Sandbag barriers shall be placed around the staging areas to control sediment and prevent run-off.	Project Applicant	Install sandbags	DRP	Throughout construction activities
12. All debris and trash shall be disposed of in appropriate waste containers by the end of each construction day.	Project Applicant	Make available appropriate trash containers. Ensure proper disposal of debris and trash	DRP	Throughout construction activities
13. Discharge of hazardous materials into the study area shall be prohibited.	Project Applicant	Prohibit discharge	DRP	Throughout construction activities
Air Quality				
<p>14. To reduce emissions during construction, the applicant shall implement the following actions and Best Management Practices (BMP's):</p> <ul style="list-style-type: none"> • Construction parking shall be configured to minimize traffic interference. • Construction activities that affect traffic flow on the arterial system shall be scheduled at off-peak hours, as permitted. • Truck deliveries shall be consolidated, as practically feasible. • Equipment and vehicle engines shall be maintained in good condition and in proper tune according to manufacturers' specifications and SCAQMD regulations, to minimize exhaust emissions. • Construction equipment use shall be suspended during second stage smog alerts. • Electricity shall be acquired from power poles rather than temporary diesel- or gasoline-powered generators, as feasible. • Methanol- or natural gas-powered mobile equipment shall be utilized instead of diesel, if readily available at competitive prices. • Propane- or butane-powered on-site mobile equipment shall be utilized instead of gasoline, if readily available at competitive prices. 	Project Applicant	Monitoring construction activity to ensure emissions are minimized as indicated	DRP	Throughout construction activities

Impact Mitigation	Responsible Agency or Party	Action Required	Monitoring Agency or Party	Timing
Biota				
<p>15. Active bird nests are protected by the Migratory Bird Treaty Act (16 U.S.C. 704) and the California Fish and Game Code (Section 3503, 3503.5 and 3513). If activities associated with construction or demolition are planned during the nesting/breeding season for native birds, generally December through March for early nesting birds (e.g. Great Blue Heron, Coopers hawks, or hummingbirds) and from mid-March through September for most bird species, the applicant shall have a qualified biologist conduct surveys for active bird nests. Pre-construction nesting bird surveys must be conducted weekly within 30 days prior to initiation of ground-disturbing activities to determine the presence/absence of active nests. The surveys shall be performed on a weekly basis with the last survey conducted no more than three days before the start of clearance/construction work. Surveys shall include examination of trees, shrubs, and the ground within grasslands, for nesting birds, as several bird species known to the area are shrub or ground nesters, including mourning doves. Applicant shall submit all such surveys to Department of Regional Planning staff for review and inclusion in the case file. All active bird nests that are found within the construction zone shall be protected by a buffer appropriate to the species observed, as determined by a qualified biologist, and demarcated by construction fencing or other means that will allow avoidance of the nests, until young birds have fledged and no continued use of the nest is observed.</p>	Project Applicant	Conduct pre-construction bird survey and submit result to DRP; maintain buffer zones between project activities and active nests and demarcate any such buffer zones.	DRP	Prior to any construction
<p>16. If Great Blue Heron nesting activity is discovered, and the qualified biologist determines that renovation activities are disturbing nesting sites of the Great Blue Heron, all renovation in the immediate vicinity of the nest, as determined by the biologist, shall cease until feasible measures can be identified by the County to ensure that continued renovation does not affect Great Blue Heron nesting activity.</p>	Project Applicant	Conduct pre-construction bird survey and submit result to DRP; if nesting disturbance from construction, feasible measures will be implemented	DRP	Prior to any construction

Impact Mitigation	Responsible Agency or Party	Action Required	Monitoring Agency or Party	Timing
17. Not earlier than 90 days nor later than 30 days prior to commencement or recommencement of any development authorized under this coastal development permit (the "project"), the applicant shall undertake a survey of the project area and a buffer area at least 10 meters beyond the project area to determine the presence of the invasive alga <i>Caulerpa taxifolia</i> . The survey shall include a visual examination of the substrate. If <i>Caulerpa taxifolia</i> is found within the project or buffer areas, the applicant shall eliminate all <i>C. taxifolia</i> discovered within the project and/or buffer area in a manner that complies with all applicable governmental approval requirements.	Project Applicant	Conduct pre-construction <i>Caulerpa</i> survey and submit result to Coastal Commission; if present, plants will be eliminated.	DRP	Prior to any construction
18. A valid pre-construction eelgrass (<i>Zostera marina</i>) survey shall be completed during the period of active growth of eelgrass (typically March through October). The pre-construction survey shall be completed prior to the beginning of construction and shall be valid until the next period of active growth. The survey shall be prepared in full compliance with the "Southern California Eelgrass Mitigation Policy" Revision 8 adopted by the National Marine Fisheries Service and shall be prepared in consultation with the California Department of Fish and Game.	Project Applicant	Conduct pre-construction eelgrass survey and submit result to Coastal Commission; if	DRP	Prior to any construction
Traffic				
19. Applicant shall submit a construction traffic management plan to Los Angeles County Department of Public Works (DPW) for review and approval prior to initiation of any project construction activity at the subject property. In addition, the project site plan shall be submitted to the DPW Land Development Division for access and parking lot circulation review.	Applicant	Submittal of construction traffic management plan to DPW prior to initiation of site work	DPW	Prior to initiation of site work
Environmental Safety				
20. Applicant shall contact Department of Public Works Environmental Programs Division (EPD) to confirm location of any nearby landfill(s) and will provide EPD with a study of subsurface lateral migration of landfill gas, if necessary, in compliance with Building Code Section 110.3.	Applicant	Confirm location of landfill and submit study of subsurface lateral migration of landfill gas, if necessary	DPW	Prior to issuance of a grading or building permit

Mitigation Compliance

21. As a means of ensuring compliance of the above mitigation measures, the applicant and subsequent owner(s) are responsible for submitting annual mitigation compliance report to the DRP for review, and for replenishing the mitigation monitoring account if necessary until such time as all mitigation measures have been implemented and completed.	Project Applicant and Subsequent Owner(s)	Submittal of annual mitigation compliance report; replenishing mitigation monitoring account	DRP	Annually until such time as all mitigation measures have been implemented and completed
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Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead



PARKING PERMIT BURDEN OF PROOF

Pursuant to Zoning Code Section 22.56.1020, the applicant shall substantiate the following:

(Do not provide one word or Yes/No responses. If necessary, attach additional pages.)

A. That there will be no need for the number of parking spaces required by Part 11 of Chapter 22.52.
please refer to attachment "a"
B. That there will be no conflicts arising from special parking arrangements allowing shared facilities, tandem spaces or compact spaces.
C. That off-site facilities, leases of less than 20 years, rear lot transitional parking lots and uncovered residential parking lots will provide the required parking for uses.
D. That the requested parking permit at the location proposed will not result in traffic congestion, excessive off-site parking or unauthorized use of parking facilities developed to serve surrounding property.
E. That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, loading facilities, landscaping and other development features prescribed in this ordinance.

Attachment A

Marina del Rey Parcels 42/43: Marina del Rey Hotel rehabilitation project Burden of Proof Statement for Parking Permit Application Pacifica Hotel Company (Applicant)

This exhibit has been prepared pursuant to Section 22.56.1020 of the Los Angeles County Code (LACC), which outlines the requisite findings for approval of a Parking Permit. Each required finding is listed below in italicized, bold font. The applicant's description of how the proposed development project satisfies each finding follows in normal font. Moreover, for staff use, we have provided a shared-parking analysis, prepared by traffic engineering firm Linscott, Law & Greenspan, Engineers ("LLG"), justifying the request for reduced parking and professional valet service for the project.

Project Description

The Applicant is proposing the substantial rehabilitation/renovation of the 160-room Marina del Rey Hotel, located in unincorporated Marina del Rey on Marina leasehold Parcel Nos. 42 and 43 (at the terminus of Bali Way). Pursuant to terms outlined in an extended ground lease for the subject parcels that has been negotiated between the Applicant and the County, Applicant proposes to substantially renovate all improvements located on the subject parcels. The Marina del Rey Hotel would undergo a complete rehabilitation, wherein all interior and exterior surfaces, fixtures, appurtenances and non-structural elements would be replaced, resurfaced and/or upgraded. Renovation activities would include rehabilitation of the existing hotel room interiors; installation of new carpet and paint throughout the building interior; installation of new stucco and paint on the building exterior; replacement of the building's roof; replacement of the existing hotel room balcony railings with new railings; rehabilitation of the elevator cab and equipment upgrades; replacement of windows and glass doors; deck waterproofing; refurbishment of poolside cabanas and resurfacing of the pool interior; removal of landscaping and installation of new irrigation and landscaping; renovation of the waterfront pedestrian promenade (i.e., installation of new decorative paving and benches); renovation of the on-site surface parking facilities serving the hotel and private anchorage; and refurbishment of the hotel's entry *porte-cochere*. The proposed rehabilitation project will not result in an expansion of existing floor area; will not increase the number of hotel rooms; will not result in a significant re-working of the interior uses of the existing Marina del Rey Hotel; and will not result in an intensification of use of the subject parcels.

As part of the renovation effort, the existing design of the surface parking lot associated with the Marina del Rey Hotel and Parcels 42/43 Boat Anchorage operations would be reconfigured to optimize its functionality and comply with required fire lane accessibility. The parking lot surface would be enhanced with upgraded decorative paving along the main entrance (the main driveway entrance at the termination of Bali Way) and an improved landscape treatment would enhance the exterior appearance upon guest arrival. In order to improve vehicular circulation, fire equipment access, parking and drive aisle orientation/layout, the parking spaces on the surface parking lot would be

Attachment A

Marina del Rey Parcels 42/43: Marina del Rey Hotel rehabilitation project Burden of Proof Statement for Parking Permit Application Pacifica Hotel Company (Applicant)

reduced from 380 to 322. The proposed parking lot would include 64 compact spaces. The bulk of the parking space reduction during rehabilitation would result from the elimination of 33 existing, unpermitted, substandard parallel vehicle parking spaces along portions of the waterfront public promenade (which spaces currently serve to restrict emergency fire access along the promenade).

The Marina del Rey Hotel has been in continuous operation on the subject parcels since its construction on the site in the early 1960's. The Applicant's renovation plans will neither result in the development of additional/new uses on the site nor in the intensification of existing uses on the site; rather, the project entails only the renovation of the existing hotel facilities and appurtenant uses located on the parcels. The existing hotel and accessory conference room, restaurant, private boat anchorage and other uses have long been established on the site, and are in conformance with the applicable "Hotel," "Visitor-Serving/Convenience Commercial" and "Water" land use designations specified for the parcels in the certified Marina del Rey Local Coastal Program ("LCP"). Because the Applicant is merely rehabilitating existing landside uses, as opposed to developing new uses on the landside parcels, the existing hotel facilities/development are deemed compliant with the development standards outlined in the County Zoning Ordinance. The only requested deviation from such standards is the subject Parking Permit request, allowing a modest, approximate 18 percent parking reduction on the site. (The Applicant originally filed this application as an administrative Parking Deviation request pursuant to LACC 22.56.1762, but was subsequently required to file a full Parking Permit application, because staff received a single protest letter during the Parking Deviation noticing period.)

Parking Permit Request

- Per LACC 22.56.990.C.1, to authorize reduced on-site parking due to shared use of parking facilities by two or more uses within the development.

The applicant shall substantiate to the satisfaction of the Planning Commission the following facts:

- A. There will be no need for the number of parking spaces required by Part 11 of Chapter 22.52 because the nature of the use is such that there is a reduced occupancy (e.g., shared parking opportunities are present among the project's proposed uses).***

LLG, the Applicant's traffic and parking engineering consultant, has prepared a detailed shared-parking study for this project, which has been submitted in support of the subject Parking Permit application request.

Attachment A

Marina del Rey Parcels 42/43: Marina del Rey Hotel rehabilitation project

Burden of Proof Statement for Parking Permit Application

Pacifica Hotel Company (Applicant)

As detailed in its attached shared-parking study, LLG finds that approximately 386 on-site parking spaces would be required for the proposed project if all landside and waterside uses to be located on the subject Marina Parcels 42 & 43 (i.e., the hotel rooms, accessory hotel bar/restaurant, banquet/meeting space and spa and private marina containing 277 boat slips) were parked to County Code requirements as “stand-alone” uses. The Applicant proposes to provide a maximum of 322 parking spaces on-site. Therefore, if all of the uses proposed for the project were parked pursuant to the County Code as stand-alone uses, the project parking would be deficient by 64 parking spaces (i.e., 386 required by Code under “stand-alone” analysis - 322 parking spaces provided = deficiency of 64 spaces).

The County Code acknowledges that stand-alone parking often does not reflect the true parking demand of a mixed-use development of the type being proposed, and therefore allows for an analysis to be made of project uses on a shared-parking basis. This is particularly true of hotel projects, which generate a comparatively large amount of patron “cross-over” use at the site, in which patrons staying at the hotel utilize the accessory services provided at the hotel, such as the hotel restaurant/bar and spa.

As detailed in its attached report, applying a shared-parking analysis to the project, LLG determined that the maximum seasonal parking demand for all uses to be provided on the site (inclusive of the private marina) will be approximately 320 parking spaces at 3PM on Saturdays. Because the Applicant is providing 322 parking spaces on-site, LLG concludes that the project will be parked with a sufficient number of parking spaces to adequately service all of the site’s uses at peak demand without causing on- or- offsite traffic congestion or spill-over parking onto adjacent streets or parcels. Therefore, based on the conclusions of the LLG shared-parking study, the Applicant has demonstrated that a parking reduction is justified in this instance, as there is insufficient need for the number of parking spaces otherwise prescribed in the County Zoning Code.

B. That there will be no conflicts arising from special parking arrangements allowing shared facilities because:

No conflicts will arise between the various uses justifying the shared parking facilities because the on-site parking facilities will be carefully managed by the Applicant, in close coordination with the management of the private marina located on the waterside portion of the site. As noted, the shared-parking study prepared by LLG for the project determined that the maximum seasonal parking

Attachment A

**Marina del Rey Parcels 42/43: Marina del Rey Hotel rehabilitation project
Burden of Proof Statement for Parking Permit Application
Pacifica Hotel Company (Applicant)**

need for the proposed project site will be approximately 320 parking spaces at 3PM on Saturdays. The Applicant is providing 322 parking spaces on-site, and therefore will be able to provide sufficient parking on-site during peak demand periods.

On an as-needed basis, the Applicant will employ a professional valet company to help manage on-site parking during “high-use” periods at the hotel (such as for a larger wedding or community meeting that may be hosted at the hotel’s conference facility). Professionally managed valet service is pervasive across the Los Angeles region for commercial uses, and is an especially important component of conventional hotel developments. As proposed, the professional valet service will enable the Applicant to make maximum use of the parking spaces provided on-site. The professional valet service will also help to ensure the most efficient and safe flow of vehicles to and from the site during high-use periods, thereby reducing the potential for vehicular queuing at the site.

C. That off-site facilities, leases of less than 20 years, rear lot transitional parking lot and uncovered residential parking spaces...

This finding is not applicable because the applicant is not requesting off-site parking, transitional parking or uncovered residential parking.

D. That the requested parking permit at the location proposed will not result in traffic congestion, excessive off-site parking, or unauthorized use of parking facilities developed to serve surrounding property.

To the contrary, approval of the requested Parking Permit will enable implementation of a contemporary parking design for the project that will ensure more efficient traffic circulation throughout project site. The proposed drive aisle configurations will ensure safe and efficient vehicular circulation through the site and will substantially improve access for emergency vehicles that may need to navigate the site. Approval of the requested Parking Permit will also enable the Applicant to maximize the number of on-site parking spaces provided in the project. As noted, and as summarized in the LLG shared-parking study, the project will accommodate a sufficient number of on-site parking spaces to service the site’s uses at all times, including during the peak parking demand. Moreover, a professional valet company will be utilized during larger events held at the hotel, in order to ensure use of the parking supply is maximized and that parking is efficiently managed on the site during high-use periods. Thus, no parking spillover onto area streets, or unauthorized use of parking facilities into the

Attachment A

**Marina del Rey Parcels 42/43: Marina del Rey Hotel rehabilitation project
Burden of Proof Statement for Parking Permit Application
Pacifica Hotel Company (Applicant)**

nearby neighborhoods, is anticipated to occur.

The Applicant has also vetted its on-site parking configuration and circulation plan with the staff of the Land Development Division of the County Department of Public Works ("DPW"); DPW's staff's suggested revisions have been incorporated into the Applicant's proposed site plan. These factors will further ensure that internal and off-site traffic circulation will be appropriate and that off-site parking by hotel and marina patrons and guests will be minimized.

E. That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, loading facilities, landscaping and other development features prescribed in the Zoning Ordinance.

As depicted on the project site plan submitted with the application, the subject Parcels 42 and 43 are of sufficient size and shape to accommodate the proposed signs, parking, yards, walls, fences and loading facilities, landscaping and other development features prescribed in the County Zoning Code, or as is otherwise required in order to integrate the proposed uses with the uses in the surrounding area. Moreover, as noted, DPW's Land Development Division staff has critiqued the proposed parking plan, and the Applicant has incorporated its requested revisions regarding drive aisle and parking stall configurations into the plan that is subject of this application. Finally, the Marina del Rey Design Control Board has reviewed and conceptually approved the proposed site plan (including the proposed drive aisle and parking stall configurations) as part of the design review process codified in the LCP. These factors evidence that the use, development of land and application of development standards (in this case, a Parking Permit allowing a modest, approximate 18 percent parking reduction on the site) is suitable from the standpoint of functional developmental design.

PROJECT NUMBER: R2010-00669-(4)
CASES: RENV201000022

*** * * INITIAL STUDY * * ***
COUNTY OF LOS ANGELES
DEPARTMENT OF REGIONAL PLANNING

GENERAL INFORMATION

I.A. Map Date: N/A Staff Member: Maral Tashjian
Thomas Guide: 2007 Edition pg. 672 A-7 and B-7 USGS Quad: Venice USGS Quad (Grid 83)

Location:

13534 Bali Way, Marina del Rey, CA 90292 and portions of Basins F, G, and main channel (Assessor Parcel Number 4224-008-900; Lease Parcel Numbers 42 and 43).

Project Description:

The proposed project consists of the rehabilitation of the Marina del Rey Hotel, an existing 154-room hotel, and the demolition and subsequent redevelopment of the hotel's private boat anchorage (referred throughout the document as "Parcels 42/43 Boat Anchorage"). Landside improvements are anticipated to commence the first week of April 2011 and would last approximately 45 weeks, until approximately the first week of February 2012. Water-side improvements are anticipated to commence in the first week of November 2011 and would continue over a 5-year period (the water-side construction would occur in 5-phases with each phase lasting approximately 5 months) ending in the first week of October 2016. The initial 15-week construction period of the new boat anchorage could occur simultaneously with the end of the rehabilitation of the Marina del Rey Hotel and surface parking lot.

The following is a description of the land-side rehabilitation work and water-side demolition and construction activities that would occur on the Marina del Rey Hotel parcels and adjacent Parcels 42/43 Boat Anchorage during this time period:

The Marina del Rey Hotel

The Marina del Rey Hotel would undergo a complete rehabilitation, wherein all interior and exterior surfaces, fixtures, appurtenances and non-structural elements would be replaced, resurfaced and/or upgraded. Renovation activities would include new paint and carpet, rehabilitation of the existing fire sprinkler system, elevator cab and equipment upgrades, replacement of windows and glass-doors, deck waterproofing, new spa, the refurbishment of poolside cabanas, resurfacing of the pool interior, new irrigation and landscaping, and the refurbishment of the entry porte-cochere. This rehabilitation would not expand the floor area or increase the number of rooms of the existing Marina del Rey Hotel or result in a significant re-working of the interior uses of the existing Marina del Rey Hotel.

The rehabilitation would be conducted in three phases, generally one wing of the hotel at a time over an approximately 45-week period (the hotel has three wings: The North Wing, The South Wing, and The East Wing), but no more than 24 months. The hotel may remain partially operational during the rehabilitation.

The Marina del Rey Hotel Surface Parking Lot

The existing design of the surface parking lot associated with the Marina del Rey Hotel and Parcels 42/43 Boat Anchorage operations would be reconfigured to optimize its functionality and comply with required fire lane accessibility. Approximately 2,300 cubic yards of soil, concrete, and debris would be cut and exported from the project site for site drainage and surface parking/promenade improvements. The parking lot surface would be enhanced with upgraded decorative paving along the main entrance (the main driveway entrance at the termination of Bali Way) and an improved landscape treatment would enhance the exterior appearance upon guest arrival. In order to improve vehicular circulation, fire equipment access, parking and drive aisle orientation/layout, the parking spaces on the surface parking lot would be reduced from 380 to 322. The proposed parking lot would include 61 compact spaces. The bulk of the parking space reduction during rehabilitation would result from the elimination of 33 existing, unpermitted, substandard parallel vehicle parking spaces along portions of the waterfront public promenade.

The Waterfront Public Promenade

The public promenade, to be located on the waterfront perimeter of the Marina del Rey Hotel, would be provided with decorative paving treatment, upgraded lighting, a waterfront overlook and walkway amenities such as water fountains, shaded benches, trash receptacles and landscape elements. The upgrade of the waterfront pedestrian promenade around the hotel would take place within the existing width of the promenade. As noted above, the existing use of the promenade area by automobiles for access or parking would be eliminated with its rehabilitation. Along the Basin F side of the existing parking lot, a five-foot wide pedestrian walkway would be added to extend the public walkway to the property boundary. The limited five-foot width of the walkway in this area is necessary to retain the functionality of the required driveway circulation pattern as well as the capacity of the existing surface parking lot.

The Parcels 42/43 Boat Anchorage

The existing Parcels 42/43 Boat Anchorage has been in use for the past 50 years without any extensive upgrading or renovation. The proposed replacement of the existing boat slips would create a modern boat anchorage. The redevelopment includes the replacement of the existing 349 slip anchorage in five phases over a period of five years. Each phase would take an estimated five months to complete. Upon completion of the anchorage replacement, the new facility would include 277 slips. Boat slips would range between 30 feet in length to 70 feet in length.

A significant portion of the new slips (71 slips) would be provided along a new ganqway, increasing the anchorage footprint along the main Marina del Rey Channel. The new concrete dock system would address current Department of Boating and Waterways (DBAW) standards for walkway and fairway dimensions, provide updated utility hookups, and incorporate Americans with Disability Act (ADA) compatible access for each ganqway. One end tie space would be reserved for the marina-wide water taxi service and one side tie space would be reserved as a transient dock for temporary mooring. A single sewer waste pump out station with an estimated average disposal of approximately 300 gallons per week is proposed. In addition to the landside improvements discussed above (i.e., the rehabilitation of the Marina del Rey Hotel, hotel parking lot, and hotel waterfront public pedestrian promenade), the anchorage improvements would include the renovation of the landside Dock Master Facility and Marina Restrooms located in the parking lot of the Marina del Rey Hotel. The building footprints would remain

unchanged.

The project also includes an Option to Amend Lease Agreement for the subject Parcels 42 and 43, to be approved by the County Board of Supervisors prior to initiation of the proposed work at the site, and necessary discretionary and non-discretionary approvals, such as the issuance of a coastal development permit (for the proposed waterside work) and required construction (demolition or building) permits.

Gross Acres: Parcel 42 has 3.84 landside acres and 5.92 waterside acres. Parcel 43 has 2.39 landside acres and 2.98 waterside acres.

Environmental Setting:

The proposed project is located in the community of Marina del Rey in unincorporated County of Los Angeles, near the community of Venice within the City of Los Angeles and the City of Santa Monica, as shown in **Figure 1, Regional Location.** Regional access to the project site includes the Marina Freeway (Highway 90), the San Diego Freeway (Highway 405) and the Santa Monica Freeway (Interstate 10). The proposed project is located at the west terminus of Bali Way on Lease Parcel Number 42 and Lease Parcel Number 43, as shown in **Figure 2, Proposed Project Location.** Local access to the project site includes Lincoln Boulevard, Admiralty Way and Bali Way. The project site is a flat, developed area that is surrounded on its northern boundary by Basin "F" of the Marina del Rey small craft harbor; on its eastern boundary by the terminus of Bali Way; on its southern boundary by Basin "G" of the Marina del Rey small craft harbor; and on its west by the main channel of the Marina del Rey small craft harbor. The project site is currently developed with surface parking lots, the Marina del Rey Hotel, the Parcels 42/43 Boat Anchorage, and the Dock Master facility and boater restrooms associated with the anchorage operations. The Marina del Rey Hotel is an existing 3-story tall building (a maximum height of 40 feet), approximately 88,041 square feet in size, with north, east, and south wings. The Marina del Rey Hotel has 154 guest rooms and includes such amenities as an indoor and outdoor restaurant (the Waterfront Bar and Grill), a spa and exercise room, office spaces (for private tenants), and 10,000 square feet of banquet and meeting facilities. The spa, exercise room, office spaces, and banquet and meeting facilities are located adjacent to and attached to the east wing of the Hotel, in the Conference Center Building which is approximately 20,680 square feet. The Marina del Rey Hotel also has an outside promenade between the hotel and waterfront, offering pedestrians access to views of the Marina del Rey small craft harbor and offering access to the hotel's private boat anchorage (Parcels 42/43 Boat Anchorage). The paved surface parking lot is located on the eastern portion of the Marina del Rey Hotel property and consists of 380 parking spaces, internal circulation areas, and vegetated medians and landscaped areas. The Marina del Rey Hotel property is surrounded on its northern, western and southern boundary by wet-slips associated with the Marina del Rey Hotel's boat anchorage. The hotel's boat anchorage has been in use for the past 50 years and consists of 349 boat slips along 16 gangway platforms and docks. Boat slips range between 25 feet in length to 91 feet in length allowing for a mixture of boat sizes to moor at the hotel's anchorage facility. Landside amenities associated with the anchorage, including the Dock Master Facility Building and Boater Restrooms Building, currently exist on the Marina del Rey Hotel property.

As discussed above, the majority of the project site is surrounded by the Marina del Rey small craft harbor. The closest sensitive uses to the proposed project site is the Dolphin Marina Apartment Complex located approximately 971 feet to the west of the project site, across the main channel. Furthermore, the project site is located

approximately 761 feet to the north of Burton W. Chace Park, a community park within Marina del Rey that is used by residents and visitors to the community of Marina del Rey.

Zoning: Specific Plan (SP)

General Plan: N/A

Community/Area wide Plan: Marina Del Rey Land Use Plan (Parcel 42: Hotel, Water, Waterfront Overlay Zone; Parcel 43: Visitor-Serving/Convenience Commercial, Water, Waterfront Overlay Zone)

Major projects in area:

<u>PROJECT NUMBER</u>	<u>DESCRIPTION & STATUS</u>
R2006-03647/ CDP200600008	Parcel 10R (APN No. 4224-003-900): Pending Coastal Development Permit to authorize the demolition of an existing 136 - unit apartment complex and the development of a 400 unit complex (including a total of 62 affordable housing units).
Project R2006-03652/ CDP200600009	Parcel FF (APN No. 4224-003-900): Pending Coastal Development Permit to authorize the demolition of an existing parking lot and the development of a 126 unit apartment complex.
Project TR067861/ CDP200600007	Parcel 9U, Northern Portion (APN No. 4224-002-900): Pending Coastal Development Permit to authorize the construction of a 19 - story, 288 unit hotel with a restaurant and other auxiliary facilities.
Project R2006-03643/ CDP200600006	Parcel 9U, Southern Portion (APN No. 4224-002-900): Pending Coastal Development Permit to authorize the development of a public wetland and upland park.
Project R2007-01480/ CDP200700001	Parcels 55, 56 & W (APN No. 4224-011-901): Pending Coastal Development Permit to authorize the demolition of Fisherman's Village and all existing parking, landscaping, and hardscaping, and the development of a new mixed - use commercial plaza and multi - story parking structure.
Project R2005-04106/ CDP200500006	Parcel 27R (APN No. 4224-005-906): Coastal Development Permit to authorize the rehabilitation and expansion of the Jamaica Bay Hotel for 69 new guest rooms (total of 111 guest rooms) and a new restaurant. (Under Construction)
R2006-01510/ CDP200600002 & CDP 20060003	Parcels OT & 21 (APN No. 4224-006-900): Pending Coastal Development Permit to authorize the demolition of all existing landside improvements and the construction of a 114 unit senior accommodations facility, 5000 square feet of retail space and other site amenities and facilities; & 447-space parking structure, marine commercial & community park (Parcel 21)
Project R2009-00924	Parcel 145R (APN No. 4224-006-900): Pending Interior and exterior renovation of the existing 132-room Marina International Hotel
Project R2009-00752 PP201000954	Parcel 64 (APN No. 4224-011-901): Interior and exterior renovation of the existing 224-unit Villa Venetia apartment complex
Project R2008-02340/ CDP200800007	Parcels 52R & GG (APN No. 4224-003-900): Pending Coastal Development Permit to authorize a dry stack boat storage facility, with capacity for 345 boats, along with appurtenant office space and customer lounge, 30 mast up storage spaces, parking, and a new Sheriff's Department/Lifeguard Boatwright facility.

NOTE: For EIRs, above projects are not sufficient for cumulative analysis.

REVIEWING AGENCIES

- None
- LA Regional Water Quality Control Board
- Lahontan Regional Water Quality Control Board
- Culver City

Responsible Agencies

- Coastal Commission
- Army Corps of Engineers
- Los Angeles City Bureau of Sanitation
- Los Angeles City

Trustee Agencies

- None
- State Fish and Game
- State Parks

Special Reviewing Agencies

- None
- National Parks
- National Forest
- Santa Monica Mountains Conservancy
- Edwards Air Force Base
- Elementary / High School District
- Local Native American Tribal Council
- Water District
- California Department of Toxic Substance Control
- Town Council

Regional Significance

- None
- SCAG
- Air Quality Management District

County Reviewing Agencies

- Department of Public Works (DPW):
 - Land Development Division (Grading & Drainage)
 - Geotechnical & Materials Engineering Division
 - Watershed Management Division (NPDES)
 - Traffic and Lighting
 - Environmental Programs Division
 - Sewer Maintenance Division
 - Waterworks Division
- Public Health: Environmental Hygiene (Noise)
- Fire Department
 - Forestry, Environmental Division
 - Planning Division
- Sheriff Department
- Beaches & Harbors Department
- Sanitation District

IMPACT ANALYSIS MATRIX		ANALYSIS SUMMARY (See individual pages for details)				
		Less than Significant Impact/No Impact				
		Less than Significant Impact with Project Mitigation				
		Potentially Significant Impact				
CATEGORY	FACTOR	Pg				Potential Concern
HAZARDS	1. Geotechnical	8	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Liquefaction</i>
	2. Flood	10	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>Drainage</i>
	3. Fire	12	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	4. Noise	14	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>Construction noise</i>
RESOURCES	1. Water Quality	18	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>Stormwater runoff</i>
	2. Air Quality	20	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>Construction-related</i>
	3. Biota	22	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>Nesting birds</i>
	4. Cultural Resources	26	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	5. Mineral Resources	28	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	6. Agriculture Resources	29	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	7. Visual Qualities	30	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	8. Greenhouse Gas Em.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
SERVICES	1. Traffic/Access	33	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>Construction-related vehicle traffic</i>
	2. Sewage Disposal	36	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	3. Education	37	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	4. Fire/Sheriff	38	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	5. Utilities	40	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<i>Construction-related waste disposal</i>
OTHER	1. General	42	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	2. Environmental Safety	43	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>Proximity to landfill(s)</i>
	3. Land Use	46	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	4. Pop/Hous./Emp./Rec.	47	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	5. Mandatory Findings	49	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>Nesting birds</i>

Environmental Finding:

FINAL DETERMINATION: On the basis of this Initial Study, the Department of Regional Planning finds that this project qualifies for the following environmental document:

NEGATIVE DECLARATION, inasmuch as the proposed project would not have a significant effect on the environment.

An Initial Study was prepared on this project in compliance with the State CEQA Guidelines and the environmental reporting procedures of the County of Los Angeles. It was determined that this project would not exceed the established threshold criteria for any environmental/service factor and, as a result, would not have a significant effect on the physical environment.

MITIGATED NEGATIVE DECLARATION, in as much as the changes required for the project would reduce impacts to insignificant levels (see attached discussion and/or conditions).

An Initial Study was prepared on this project in compliance with the State CEQA Guidelines and the environmental reporting procedures of the County of Los Angeles. It was originally determined that the proposed project may exceed established threshold criteria. The applicant has agreed to modification of the project so that it can now be determined that the project would not have a significant effect on the physical environment. The modification to mitigate this impact(s) is identified on the Project Changes/Conditions Form included as part of this Initial Study.

ENVIRONMENTAL IMPACT REPORT*, inasmuch as there is substantial evidence that the project may have a significant impact due to factors listed above as “significant”.

At least one factor has been adequately analyzed in an earlier document pursuant to legal standards, and has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets (see attached Form DRP/IA 101). The EIR is required to analyze only the factors not previously addressed.

Reviewed by: Maral Tashjian Date: November 10, 2010

Approved by: Samuel Dea Date: November 10, 2010

Determination appealed – see attached sheet.

*NOTE: Findings for Environmental Impact Reports would be prepared as a separate document following the public hearing on the project.

This proposed project is exempt from Fish and Game CEQA filing fees. There is no substantial evidence that the proposed project would have potential for an adverse effect on wildlife or the habitat upon which the wildlife depends. (Fish & Game Code 753.5).

HAZARDS - 1. Geotechnical

SETTING/IMPACTS

- | | Yes | No | Maybe | |
|----|-------------------------------------|-------------------------------------|--------------------------|---|
| a. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Is the project located in an active or potentially active fault zone, Seismic Hazards Zone, or Alquist-Priolo Earthquake Fault Zone?</p> <p><i>The proposed project site is located in southern California, which is considered an active seismic area. The proposed project is not located in an active or potentially active fault zone, Seismic Hazards Zone, or Alquist-Priolo Earthquake Fault Zone.¹ However, the Charnock Fault and Overland Fault, which lie respectively 2.75 miles and 5.5 miles to the east of Marina del Rey, are part of the major Newport-Inglewood Fault Zone.² Furthermore, the Malibu Coast Fault lies approximately 7 miles to the northwest of Marina del Rey and is considered a potentially active fault. Both of these faults are capable of producing earthquakes up to a magnitude of 7.0. Since the proposed project is not located in an active or potentially active fault zone, Seismic Hazards Zone, or Alquist-Priolo Earthquake Fault Zone, impacts would be less than significant, and no further analysis would be required.</i></p> |
| b. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Is the project site located in an area containing a major landslide(s)?</p> <p><i>The proposed project site is located on land that is topographically flat. There are no hills, mounds or mountains located on the proposed project site. Furthermore, the surrounding area of the project site is topographically flat as well. The proposed project is not located in an area containing a major landslide; therefore, there would be no impacts, and no further analysis would be required.</i></p> |
| c. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Is the project site located in an area having high slope instability?</p> <p><i>As discussed above, the proposed project site is located on land that is topographically flat. There are no hills, mounds, or mountains on the project site which could result in the project site having high slope instability. Therefore, there would be no impacts, and no further analysis on this topic would be required.</i></p> |
| d. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <p>Is the project site subject to high subsidence, high groundwater level, liquefaction, or hydrocompaction?</p> <p><i>The proposed project site is located in an area that has been designated as a liquefiable area.³ Furthermore, the proposed project is located within an area having a high groundwater level.⁴ As noted, the proposed project involves the rehabilitation of an existing hotel structure and appurtenant landside facilities and the redevelopment of a private boat anchorage. If required by the Los Angeles County Department of Public Works (DPW), the applicant would submit a geotechnical report to DPW to determine whether liquefaction and/or groundwater level could pose a threat to the project site.</i></p> |
| e. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Is the proposed project considered a sensitive use (school, hospital, public assembly site) located in close proximity to a significant geotechnical hazard?</p> <p><i>The proposed project is not considered a sensitive use and is not located in close proximity to a significant geotechnical hazard. There would be no impacts and no further analysis on this topic would be required.</i></p> |
| f. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Would the project entail substantial grading and/or alteration of topography including slopes of over 25%?</p> |

1 County of Los Angeles, Department of Regional Planning, Marina Del Rey Land Use Plan, February 9, 1996, pg. 10-1.

2 County of Los Angeles, Department of Regional Planning, Marina Del Rey Land Use Plan, February 9, 1996, pg. 10-1.

3 County of Los Angeles, Department of Regional Planning, County of Los Angeles General Plan, Safety Element, Plate 4, Liquefaction Susceptibility.

4 County of Los Angeles, Department of Regional Planning, County of Los Angeles General Plan, Safety Element, Plate 3, Shallow and Perched Groundwater.

There would be export of approximately 2,300 cubic yards of concrete, underlying soil and demolition debris from the project site in conjunction with the proposed rehabilitation work and related improvements to the surface parking lot, promenade, and site drainage. No substantial alteration of topography is involved due to the fact that all existing buildings would remain on-site; only minor excavation in conjunction with drainage improvements and trenching for storm water management would occur. Therefore, no impacts would occur and no further analysis on this topic would be required.

g.

Would the project be located on expansive soil, as defined in Table 18-1-B of Uniform Building Code (1994), creating substantial risks to life or property?

The proposed project is located on an area of land that is currently developed with an existing hotel and private boat anchorage. The possibility does exist that the proposed project is located on an area of expansive soils due to the proposed project site being located in a liquefaction area per the Los Angeles County General Plan. However, the proposed project includes only the rehabilitation of the existing hotel, surface parking lot, and redevelopment of the private boat anchorage. The proposed project would not disturb the existing soils that are beneath the project site; apart from the above-noted surface demolition and minor site drainage improvements and storm water management trenching work, there would be no additional excavation or grading associated with rehabilitation activities. The applicant would submit expansive soil data as part of any Geotechnical Report that may be required by DPW.

h.

Other factors (tsunamis and seiches)?

The proposed project is located within the Marina del Rey Harbor, along the southern California coastline. The potential exists for communities along low lying areas of the southern California coastline to experience flooding due to tsunamis caused by earthquakes or underwater landslides. The maximum expected run-up of a tsunami in the local area of the project site is 9.6 feet in a 100-year interval and 15.3 feet in a 500-year interval.⁵ Tsunamis generated from local earthquakes may be larger than distant earthquakes but are less likely to occur. Furthermore, the proposed project has been developed with a finished pad and street elevation between 10 and 20 feet above mean sea level. Therefore, potential for the proposed project to be inundated by a tsunami is less than significant, and further analysis on this topic is not required in an EIR. The proposed project is not located near a closed body of water where a seiche could occur due to geological hazards. A seiche could occur within the Marina adjacent to the proposed project; however, the proposed project has been developed between 10 and 20 feet above mean sea level. Therefore, the proposed project site is protected from a seiche occurring within the Marina, and impacts would be less than significant. No further analysis on this topic would be required.

STANDARD CODE REQUIREMENTS

Building Ordinance No. 2225 – Sections 308B, 309, 310, and 311 and Chapters 29 and 70

MITIGATION MEASURES / OTHER CONSIDERATIONS

Lot Size Project Design Approval of Geotechnical Report by DPW

The applicant would consult with DPW Geotechnical and Materials Engineering Division for the review and approval of a geotechnical report, if required.

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by, **geotechnical** factors?

Potentially significant Less than significant with project mitigation Less than significant/No Impact

5 County of Los Angeles, Department of Regional Planning, Marina del Rey Land Use Plan, February 9, 1996, pg. 10-4.

HAZARDS - 2. Flood

SETTING/IMPACTS

- | | Yes | No | Maybe | |
|----|-------------------------------------|-------------------------------------|-------------------------------------|---|
| a. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Is there a major drainage course, as identified on USGS quad sheets by a dashed line, located on the project site?</p> <p><i>The proposed project site does not contain a major drainage course as identified by the United States Geological Survey. The closest drainage course to the proposed project site is the Ballona Creek Watershed Area located approximately 1,650 feet to the southeast of the proposed project site. Since the proposed project site does not contain a major drainage course on site there would be no impacts. Further analysis on this topic would not be required.</i></p> |
| b. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <p>Is the project site located within or does it contain a floodway, floodplain, or designated flood hazard zone?</p> <p><i>The proposed project would include the rehabilitation of the existing Marina del Rey Hotel and surface parking lot and the redevelopment of a private boat anchorage. No new buildings or add-ons to the existing Marina del Rey Hotel would occur; therefore, construction techniques that have been used in the past for flood hazard protection on the project site would remain similar upon completion of the proposed project. The applicant of the proposed project would be required to submit a drainage concept to DPW for review and approval prior to the issuance of a building permit. With submittal of this drainage concept plan and since flood protection standards that currently exist on the project site would not be changed, impacts would be less than significant. Further analysis on this topic would not be required.</i></p> |
| c. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Is the project site located in or subject to high mudflow conditions?</p> <p><i>The proposed project site is located in a developed area of Marina del Rey. The project site is flat and does not contain any topographical changes in elevation. Furthermore, the proposed project site is located in an area of Marina del Rey that is topographically flat and is not near or adjacent to any hills or mountains where heavy rains can cause high mudflow conditions to occur on the project site. Since the proposed project site is not located in an area that is subject to high mudflow conditions there would be no impacts. Further analysis on this topic would not be required.</i></p> |
| d. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <p>Could the project contribute or be subject to high erosion and debris deposition from run-off?</p> <p><i>The proposed project is currently developed with a surface parking lot, the Marina del Rey Hotel and a private boat anchorage surrounding the project site on its north, south and western boundaries. An adequate drainage system currently exists on the project site; since the proposed project site is currently developed with non-permeable surfaces and would remain so developed after the proposed rehabilitation project, the project site would not be subject to high erosion. Furthermore, debris deposition would be similar to existing conditions and would be limited due to the adequate drainage system that currently exists on site. If required by DPW, the project applicant would submit a drainage concept to DPW prior to the issuance of a building permit, to ensure that the site drainage system would continue to be adequate upon build-out of the proposed project. No impacts would occur and further analysis on this topic would not be required.</i></p> |
| e. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <p>Would the project substantially alter the existing drainage pattern of the site or area?</p> <p><i>The proposed project site contains an existing drainage system that is adequate in terms of capacity but requires upgrading in regards to modern stormwater management and the County's Low Impact Development (LID) Program. For this reason, it is anticipated that drainage patterns and run-off quantities of the project site would remain substantially the same size as under current conditions with the addition of a belt of bio-retentive grasscrete and gravel sub base for proper treatment of stormwater runoff. Runoff would continue to outlet through the sea wall after such treatment. The aforementioned stormwater</i></p> |

management improvements would not alter the existing drainage pattern of the site or area and would only be introduced to treat and retain runoff in compliance with the County's LID Program.

- f.

Other factors (e.g., dam failure)?

The proposed project site is not adjacent to or near an enclosed body of water that contains a dam which could have the potential to fail. The proposed project site is located adjacent to the Marina del Rey small craft harbor on its northern, southern, and western boundaries. The possibility for ocean water to inundate the proposed project site due to waves or high tides is low since the proposed project site is developed on a pad that is between 10 to 20 feet above the mean sea level. No impacts would occur and further analysis on this topic would not be required.

STANDARD CODE REQUIREMENTS

- Building Code, Title 26 – Section 110.1 (Flood Hazard)
 Health and Safety Code, Title 11 – Chapter 11.60 (Floodways)

MITIGATION MEASURES / **OTHER CONSIDERATIONS**

- Lot Size Project Design Approval of Drainage Concept by DPW

The applicant would consult with DPW Land Development Division (Grading and Drainage) for the review and approval of a Drainage Concept, if required.

MITIGATION MEASURES:

FLOOD HAZARD 1. *Prior to issuance of building permits, applicant shall submit a Drainage Concept to the Los Angeles County Department of Public Works for review and approval, if required by and to the satisfaction of said Department.*

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by **flood (hydrological)** factors?

- Potentially significant Less than significant with project mitigation Less than significant/No impact

HAZARDS - 3. Fire

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Is the project site located in a Very High Fire Hazard Severity Zone (VHFHSZ-Fire Zone 4)?</p> <p><i>The proposed project site is not located within a Very High Fire Hazard Severity Zone as mapped by the California Department of Forestry and Fire Protection.⁶ Since the proposed project is located in a highly urbanized area adjacent to the Marina del Rey main channel, and since the proposed project is not located in a Very High Fire Hazard Severity Zone, there would be no impacts. Further analysis regarding this topic would not be needed.</i></p>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Is the project site in a high fire hazard area and served by inadequate access due to lengths, width, surface materials, turnarounds or grade?</p> <p><i>As described above, the proposed project is not located in an area that is designated as a high fire hazard area. The proposed project includes the rehabilitation of the existing Marina del Rey Hotel and the redevelopment of a private boat anchorage on the waterside portion of the parcels. Access to the project site is via Bali Way, which terminates at the driveway and parking lot entrance to the existing Marina del Rey Hotel. Fire emergency vehicle access would be improved at the site by the rehabilitation through the applicant's removal of existing non-permitted parking spaces that are located along the waterfront promenade (which spaces currently constrain fire vehicle access around the site). The Los Angeles County Fire Department (Fire Department) would enter the property via Bali Way, travel toward the hotel entrance, and continuing following the access road around the rear of the Hotel, and finally exit back out on to Bali Way. The Fire Department staff has reviewed and conceptually approved the proposed fire vehicle access plan for the site. Therefore, no impacts would occur and no further analysis would be needed on this topic.</i></p>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Does the project site have more than 75 dwelling units on a single access in a high fire hazard area?</p> <p><i>The proposed project includes the rehabilitation of the existing Marina del Rey Hotel and redevelopment of a private boat anchorage. The hotel consists of 154 guest rooms and accommodates a transient population of hotel guests. The proposed project does not include residential units that contain a permanent population, nor is the proposed project site located within a high fire hazard as mapped by the California Department of Forestry and Fire Protection. No impacts would occur and further analysis on this topic would not be required.</i></p>
d.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Is the project site located in an area having inadequate water and pressure to meet fire flow standards?</p> <p><i>The proposed project site is currently served by an existing water conveyance system that provides the project site with adequate fire flow pressure from existing piping and fire hydrants. The proposed project would not include the addition of floors or area to the existing Marina del Rey Hotel; therefore, an increase in fire flow is not anticipated to be required to adequately serve the proposed project upon its completion. Per Los Angeles County's typical process, formal approval of fire flow rates for the project site would occur during the building permit process prior to issuance of a building permit.</i></p>
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Is the project located in close proximity to potential dangerous fire hazard conditions/uses (such as refineries, flammables, explosives manufacturing)?</p> <p><i>The proposed project site is located within a highly urbanized area in the community of Marina del Rey. There are no land uses (i.e. refineries, flammables, or explosives manufacturing uses) adjacent to or near the proposed project site that would be</i></p>

⁶ California Department of Forestry and Fire Protection, Fire Hazard Severity Zone Re-Mapping Project, Los Angeles County, http://frap.cdf.ca.gov/webdata/maps/los_angeles/fhszs_map.19.jpg. Accessed January 5 2010.

designated as having potential dangerous fire hazard conditions. There would be no impacts and further analysis regarding this topic would not be required

f.

Does the proposed use constitute a potentially dangerous fire hazard?

Rehabilitation of the existing hotel would not constitute a potentially dangerous fire hazard. The proposed project would include the renovation of the fire sprinkler system within the structure along with fire-rated doors to slow the spread of a conflagration. Similar to existing conditions, upon completion, the renovated components of the project site could contain areas where flammable cleaning solvents could be stored. However, existing techniques would be used to ensure that these flammable cleaning solvents would be stored in an adequate manner to prevent a fire. No impacts would occur and further analysis regarding this topic would not be required.

g.

Other factors?

There are no other foreseeable factors that would affect fire impacts due to implementation of the proposed project. Therefore, no impacts would occur and further analysis regarding this topic would not be required.

STANDARD CODE REQUIREMENTS

- Utilities Code, Title 20 – Section 20.16.060 (Fire Flow & Fire Hydrants Requirements)
- Fire Code, Title 32 – Sections 902.2.1 & 902.2.2.1 (Access and Dimensions)
- Fire Code, Title 32 – Sections 1117.2.1 (Fuel Modification Plan, Landscape Plan & Irrigation Plan)

MITIGATION MEASURES / **OTHER CONSIDERATIONS**

- Project Design
- Compatible Use

The Los Angeles County Fire Department was consulted for fire flow and fire hydrant requirements. The applicant would comply with all fire code standards as outlined in the letter from the Fire Department dated October 27, 2010, to the satisfaction of said department.

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by **fire hazard** factors?

- Potentially significant
- Less than significant with project mitigation
- Less than significant/No impact

HAZARDS - 4. Noise

SETTING/IMPACTS

Yes No Maybe

a.

Is the project site located near a high noise source (airports, railroads, freeways, industry)?

The proposed project site is located in a highly urbanized area within the community of Marina del Rey. The proposed project is not adjacent or near an airport, railroad, freeway, or industrial use that generate high levels of ambient noise. As described in the Noise Report prepared by Impact Sciences, Inc. for this project, noise monitoring was conducted at three different locations around the proposed project site. The highest ambient noise level that was recorded during the noise monitoring was 53.0 dB (A) L_{eq} in front of the proposed project site at the termination of Bali Way. Since the proposed project is not located near uses that generate high noise sources, the proposed project would not be affected by such high noise levels. There would be no impacts and further analysis on this topic would not be required.

b.

Is the proposed use considered sensitive (school, hospital, senior citizen facility) or are there other sensitive uses in close proximity?

The proposed project is not considered a sensitive use such as would be if the proposed project site was developed with a school, hospital or senior citizen facility. The closest school to the proposed project site is the Kid's Pointe Pre School located approximately 0.30 miles (1,575 feet) north of the proposed project site. The closest hospital is the Marina del Rey Hospital located approximately 0.33 miles (1,762 feet) to the west of the proposed project site. Furthermore, the closest sensitive residential uses are located at the Dolphin Marina Apartment Complex approximately 971 feet to the west of the project site. Burton W. Chace Park is approximately 761 feet south of the landside portion of the project site and as close as 400 feet to the current private boat anchorage. The proposed project does not include a sensitive land use. After application of the mitigation measures, no impacts would occur and further analysis would not be required on this topic.

c.

Could the project substantially increase ambient noise levels including those associated with special equipment (such as amplified sound systems) or parking areas associated with the project?

The proposed project would not increase the intensity of the land uses on the project site when compared to existing conditions. Rehabilitation of the Marina del Rey Hotel would occur along with renovation to the surface parking lot (deletion of 33-existing parking spaces from the existing parking lot, resurfacing and re-alignment of the lanes in the parking lot). Reconstruction of the existing private boat anchorage would occur with the reduction in the number of wet-slips when compared to existing conditions. Ambient noise level upon completion of the rehabilitation of the Marina del Rey Hotel, surface parking lot and redevelopment of the private anchorage would not be increased during the project site's operation. In fact, with the renovation of the interior of the Marina del Rey Hotel, the deletion of 33-parking spaces in the surface parking lot, and the deletion of approximately 55-wet-slips in the private anchorage, the intensity of the land uses would be reduced on the project site, which would lead to a decrease in the ambient noise level generated from the proposed project site upon its completion and during its operation. This is mainly due to the new interior materials that would be used in the renovation of the hotel, the decrease in boat and mooring activity in the private anchorage, and the reduction of vehicles and motorists parking in the surface parking lot. The proposed project site would not include the development of an amplified sound system. There would be no impacts and further analysis on this topic would not be required.

d.

Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project?

The proposed project site is located in an area of Marina del Rey that has an average ambient noise level of 52.0 dB (A) L_{eq} for a 24-hour period⁷. This was determined based on noise monitoring that was conducted over a 24-hour period at three different locations around the project site, and a 15-minute period noise monitoring that was conducted on January 5, 2010 to January 6, 2010. Rehabilitation and redevelopment of the Marina del Rey Hotel, surface parking lot and private anchorage would cause temporary increases in ambient noise levels in the area due to the renovation and redevelopment equipment that would be used during the 45-week renovation of the Hotel and surface parking lot, and the 5-year period of the redevelopment of the private anchorage. The County of Los Angeles has developed a standard for construction noise for residential uses and businesses, where these types of uses should not be exposed to noise louder than 80.0 dB (A) L_{eq} and 85.0 dB (A) L_{eq} during construction activities, respectively. A Noise and Vibration Study has been completed by Impact Sciences, Inc. to determine the noise levels that two different sensitive uses around the project site (the Dolphin Marina Apartment Complex, and Burton W. Chace Park), and the Marina del Rey Hotel would be exposed to during the landside and waterside rehabilitation and redevelopment phases.

The loudest expected noise level that residents living at the Dolphin Marina Apartment Complex would experience during the landside renovation phases and the waterside renovations phases would be 77 dB (A) L_{eq} , which is below the standard of 80.0 dB (A) L_{eq} for multi-family residential uses. The loudest expected noise level that people visiting Burton W. Chace Park would experience during the landside rehabilitation phases and the waterside anchorage construction phases would be 83 dB (A) L_{eq} . The County of Los Angeles does not have a noise standard to regulate noise levels as experienced by people visiting and using a park or recreation area. However, Burton W. Chace Park is a sensitive noise receptor, and mitigation measures would be required to reduce the construction noise level. The loudest expected noise level that people staying at the Marina del Rey Hotel could experience during the waterside renovation phases would be 95 dB (A) L_{eq} . However, hotels are constructed to attenuate noise when windows are open by 17 dB (A) L_{eq} and when windows are closed by 25 dB L_{eq} , thus reducing the noise level experienced by hotel patrons to 78.0 dB (A) if windows are open or 70.0 dB (A) L_{eq} if windows are closed. Therefore, noise levels expected to be experienced by patrons of the Marina del Rey Hotel would not exceed the 85.0 dB (A) L_{eq} standard for businesses. Impacts will be less than significant.

It is expected that pile driving activity during the waterside anchorage construction would be the single loudest noise source, reaching as high as 105 dBA at 50 feet from the pile as each pile is struck; however, the pile driving would be temporary and intermittent in nature during the anchorage construction and would not occur continuously throughout the day or throughout the year. Moreover, the applicant would be required to install noise shrouds that would reduce noise levels about 20dBA below the above 105 dBA level. Noise shrouds, together with the short duration of this impact, result in this impact being considered less than significant.

e.

Other factors? (Construction and Operational Vibration Impacts)

Analysis was conducted, as described above, for the three different phases during the landside rehabilitation, the overlapping Phase 3 landside rehabilitation with Phase 1 waterside redevelopment, and the five phases during the waterside redevelopment to determine if the vibration generated by the renovation and redevelopment equipment would exceed the vibration threshold of 0.1 inches per second RMS for human perspectives and 98.0 VdB for structural integrity of buildings. The highest vibration that a person

would experience while living at the Dolphin Marina Apartment Complex would be 0.0016 inches per second RMS and the highest vibration the building of the Dolphin Marina Apartment Complex would experience would be 66.3 VdB, which are both lower than the standards developed by the FTA. The highest vibration a person would experience while visiting Burton W. Chace Park would be 0.006 inches per second RMS, which is below the threshold developed by the FTA for human response to vibrations. Finally, the highest vibration a person would experience while at the Marina del Rey Hotel would be 0.047 inches per second RMS and the highest vibration the building of the Marina del Rey Hotel would be exposed to is 93.4 VdB, which are both below the standard developed by the FTA.

STANDARD CODE REQUIREMENTS

- Environmental Protection Code, Title 12 – Chapter 12.08 (Noise Control)
 Building Code, Title 26 – Sections 1208A (Interior Environment – Noise)
 MITIGATION MEASURES / **OTHER CONSIDERATIONS**
 Lot Size Project Design Compatible Use

The Los Angeles County Department of Public Health, Environmental Health Division was consulted and expressed that noise generated from construction activities should be mitigated with the measures outlined in the above mentioned noise study and conducted in accordance with County Environmental Protection Ordinance (12.08 Noise Control).

Construction activities would be subject to the County Environmental Protection Ordinance (12.08 Noise Control and 12.12 Building Construction Noise). Noise Study For Marina del Rey Hotel and Anchorage Renovation and Redevelopment Project In Los Angeles County, California, prepared by Impact Sciences, Inc., January 2010 on file.

MITIGATION MEASURES:

- NOISE 1: All construction equipment, fixed or mobile that is utilized on the site shall be in proper operating condition and fitted with standard factory silencing features. In areas where construction equipment (such as generators and air compressors) is left stationary and operating for more than one day within 100 feet of sensitive uses, temporary portable noise structures shall be built.
- These barriers shall be located between the piece of equipment and sensitive land uses that preclude all sight-lines from the equipment to said sensitive land use(s).
- NOISE 2: Construction activities shall be restricted to between the hours of 7:30 a.m. to 6:00 p.m., and shall be prohibited on Saturdays, Sundays, and legal holidays, in order to reduce noise disturbance to multi-family residences located westerly of the project site.
- NOISE 3: Pile driving shall be limited to the hours between 8:00 a.m. and 4:30 p.m. Monday through Friday, and shall be prohibited on Saturdays, Sundays and legal holidays. Noise impacts of the pile driving activities associated with the anchorage construction shall be mitigated with the use of noise shrouds, where practicable.
- NOISE 4: Construction crews shall turn off trucks or heavy equipment if the expected duration of engine idling exceeds five (5) minutes in order to reduce noise disturbance to adjacent multi-family residences.
- NOISE 5: The applicant shall post a notice at the construction site indicating the type of project duration of construction activities, and a phone number where questions and complaints can be registered.
- NOISE 6: Staging and delivery areas shall be located as far away as feasible from the existing multi-family residences located westerly of the subject parcel. Construction-related deliveries and hauling activities shall be scheduled between 8:00 a.m. and 4:00 p.m., except on Saturdays, Sundays, and legal holidays, to minimize disturbance to surrounding residents.
- NOISE 7: The contractor shall ensure that all construction equipment, fixed and mobile, is regularly maintained and in proper operating condition and fitted with standard silencing devices. Proper engineering noise controls shall be implemented when necessary on fixed equipment.

NOISE 8: *The applicant shall notify residents in the surrounding area (within 1,000 feet of construction activity) by postcard of the anticipated duration of construction and anticipated activities prior to the start of construction. The notice will provide a phone number where neighbors can register questions and complaints. A log of questions and complaints will be maintained and reasonable efforts shall be made to respond to questions and address complaints.*

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by **noise**?

Potentially significant

Less than significant with project mitigation

Less than significant/No impact

RESOURCES - 1. Water Quality

SETTING/IMPACTS

Yes No Maybe

a.

Is the project site located in an area having known water quality problems and proposing the use of individual water wells?

The proposed project site is located in an area of Marina del Rey that is currently served by the Los Angeles County Marina del Rey Water System, which is regulated by the California Regional Water Quality Control Board (CRWQCB) to ensure water quality is acceptable for consumption by consumers. The proposed project is not in an area where drinking water is contaminated or where the water quality makes the water non-consumable. Furthermore, the proposed project would not include the development or use of individual water wells. There would be no impacts and further analysis on this topic would not be required.

The proposed project also includes the redevelopment of a private anchorage within the waters of the Marina del Rey small craft harbor. Water quality in Marina del Rey is determined by both oceanographic conditions prevailing in the adjacent open coastal waters and the factors superimposed on those conditions by the rainfall, urban runoff and general uses of the marina waters. Marina del Rey has been rated as Class C (impaired) by the State Water Resources Control Board (SWRCB). Implementation of the water-side redevelopment of the private anchorage could introduce pollutants into the general area of the waters of Marina del Rey. However, best management practices (BMPs; see mitigation measures below) would be applied during water-side redevelopment activities to ensure any pollutants associated with the redevelopment is not introduced into the waters of the Marina. Land-side crane operations used in the pounding of the anchorages of the dock system into the sea floor would be used to ensure that contamination of the water of the Marina does not occur during redevelopment procedures. With BMPs in place during renovation and redevelopment activities, water quality within the Marina del Rey small craft harbor would remain similar as is under existing conditions, and the proposed project would not introduce pollutants into the Marina. Impacts would be less than significant and further analysis on this topic would not be required.

b.

Would the proposed project require the use of a private sewage disposal system?

The proposed project, similar to existing conditions, would tie into the existing sewage disposal system upon project build-out. The proposed project would not include the use of a private sewage disposal system such as septic tanks. The proposed project, upon its build-out, would not substantially increase the amount of wastewater that would be generated on site, compared to existing conditions. A single sewer waste pump out station with an estimated average disposal of approximately 300 gallons per week is proposed. Since the proposed project would tie into the existing sewage disposal infrastructure system upon completion, there would be no impacts. Further analysis on this topic would not be required.

If the answer is yes, is the project site located in an area having known septic tank limitations due to high groundwater or other geotechnical limitations or is the project proposing on-site systems located in close proximity to a drainage course?

c.

Could the project's associated construction activities significantly impact the quality of groundwater and/or storm water runoff to the storm water conveyance system and/or receiving water bodies?

Renovation of the existing Marina del Rey Hotel, surface parking lot, and redevelopment of the existing private anchorage could introduce pollutants from construction activities into the storm water flow that empties into Marina del Rey small craft harbor. As discussed above, the applicants of the proposed project would use BMPs during the renovation and redevelopment process to ensure that a minimal amount of pollutants are discarded into the storm water flow from off the proposed project site. Furthermore, land-side construction equipment would be used to redevelop the private anchorage, to reduce the

potential for pollutants running off of equipment and contaminating the waters of Marina del Rey. The project applicant would also be required to comply with the California Regional Water Quality Control Board (CRWQCB) and the County National Pollutant Discharge Elimination System (NPDES) permit discharge requirements. Impacts would be less than significant and no further analysis on this topic would be required.

d. **Could the project's post-development activities potentially degrade the quality of storm water runoff and/or could post-development non-storm water discharges contribute potential pollutants to the storm water conveyance system and/or receiving bodies?**

Upon completion, the proposed project would consist of similar uses on the project site as were occurring on the project site prior to completion of the proposed project. Storm water runoff characteristics would continue to be similar during post-development when compared to existing conditions on the project site. This is mainly due to the fact that the proposed project would only include the rehabilitation of the existing Marina del Rey Hotel, renovation of the existing parking lot, and redevelopment of the existing private anchorage. Furthermore, the proposed project, upon completion, would still comply with water runoff standards as enforced by the California Regional Water Quality Control Board and the County National Pollutant Discharge Elimination System (NPDES) permit discharge requirements. Impacts would be less than significant and further analysis on this topic would not be required.

e. **Other factors?**

There are no other foreseeable factors that would affect water quality impacts due to implementation of the proposed project.

STANDARD CODE REQUIREMENTS

- Health & Safety Code, Title 11 – Chapter 11.38 (Water & Sewers)
- Environmental Protection, Title 12 – Chapter 12.80 (Storm-water & Runoff Pollution Control)
- Plumbing Code, Title 28 – Chapter 7; Appendices G (a), J & K (Sewers and Septic Systems)

MITIGATION MEASURES / **OTHER CONSIDERATIONS**

- Lot Size Project Design Compatible Use
- Industrial Waste Permit National Pollutant Discharge Elimination System (NPDES) Permit

Applicant would comply with all pertinent NPDES and CRWQCB requirements.

MITIGATION MEASURES:

- WATER 1:** *Hammers and other hydraulic attachments shall be placed on plywood and covered with plastic or a comparable material prior to the onset of rain to prevent run-on and run-off.*
- WATER 2:** *Sandbag barriers shall be placed around the staging areas to control sediment and prevent runoff.*
- WATER 3:** *All debris and trash shall be disposed of in appropriate waste containers by the end of each construction day.*
- WATER 4:** *Discharge of hazardous materials into the project site shall be prohibited.*

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by, **water quality** problems?

- Potentially significant
- Less than significant with project mitigation
- Less than significant/No impact

RESOURCES - 2. Air Quality

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the proposed project exceed the State's criteria for regional significance (generally (a) 500 dwelling units for residential users or (b) 40 gross acres, 650,000 square feet of floor area or 1,000 employees for non-residential uses)?</p> <p><i>The proposed project is a rehabilitation of an existing hotel facility and redevelopment of an existing private anchorage. The project does not meet the State's criteria for regional significance.</i></p>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Is the proposal considered a sensitive use (schools, hospitals, parks) and located near a freeway or heavy industrial use?</p> <p><i>The proposed project is not considered a sensitive use and is not located near a freeway or heavy industrial use. The surrounding similar residential and commercial land uses are not expected to emit criteria pollutants that would have a significant impact on the proposed project.</i></p>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project increase local emissions to a significant extent due to increased traffic congestion or use of a parking structure or exceed AQMD thresholds of potential significance per Screening Tables of the CEQA Air Quality Handbook?</p> <p><i>The proposed project would not result in an increase in hotel units and land use intensity at the project site. Therefore, the proposed project would not result in an increase in existing operational emissions. The average daily trips associated with the project would remain the same as the existing average daily trips. The proposed project would not change the land use of the project site and would therefore not have a significant impact with respect to this criterion.</i></p>
d.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Would the project generate or is the site in close proximity to sources that create obnoxious odors, dust, and/or hazardous emissions?</p> <p><i>The hotel land uses associated with the proposed project are not expected to be a source of persistent odors, dust, and/or hazardous emissions. Construction of the project is temporary and dust and odors associated with construction are not expected to have a significant impact on air quality⁸. Refuse associated with operation of the project would be disposed of in accordance with all applicable regulations. Hazardous substances are regulated by the state under the California Accidental Release Prevention Program, and residential uses do not emit hazardous emissions that are significant. No significant impacts are expected with respect to these criteria.</i></p>
e.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project conflict with or obstruct implementation of the applicable air quality plan?</p> <p><i>The project would comply with the South Coast Air Quality Management District's (SCAQMD) CEQA Air Quality Handbook and other guidance provided by SCAQMD. Compliance would reduce potentially significant impacts to less than significant levels.</i></p>
f.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?</p> <p><i>The proposed project would comply with SCAQMD's Air Quality Handbook and other guidance provided by SCAQMD and emissions from construction and operation would not</i></p>

exceed the emission thresholds for criteria pollutants. In addition, emissions would not exceed the localized ambient concentration thresholds established in the SCAQMD's LST Methodology. Therefore, the project is not expected to violate any air quality standards or contribute substantially to an existing or projected air quality violation.

g. **Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standard (including releasing emission which exceed quantitative thresholds for ozone precursors)?**

The proposed project would comply with SCAQMD's Air Quality Handbook and other guidance provided by SCAQMD and is not expected to have a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment.

h. **Other factors?**

The proposed project would use energy conserving appliances and would therefore reduce carbon dioxide emissions compared to existing emissions. Therefore, the project emissions are less than significant with respect to this criterion. (Source: Marina del Rey Hotel and Anchorage Project Air Quality Assessment, Impact Sciences Inc., February 2010, page 7).

STANDARD CODE REQUIREMENTS

State of California Health and Safety Code – Section 40506 (Air Quality Management District Permit)

MITIGATION MEASURES / **OTHER CONSIDERATIONS**

Project Design Air Quality Report

The Los Angeles County Department of Public Health, Environmental Health Division was consulted and expressed that construction activities should adhere to mitigation measures outlined in the above mentioned air quality study.

Demolition and renovation activities are subject to AQMD Rule 1403. Marina del Rey Hotel and Anchorage Project Air Quality Assessment, prepared by Impact Sciences Inc., February 2010 on file.

MITIGATION MEASURES:

- AIR 1: To reduce emissions during construction, the applicant shall implement the following actions and Best Management Practices (BMP's):
- Construction parking shall be configured to minimize traffic interference.
 - Construction activities that affect traffic flow on the arterial system shall be scheduled at off - peak hours, as permitted.
 - Truck deliveries shall be consolidated, as practically feasible and scheduled during off-peak hours.
 - Equipment and vehicle engines shall be maintained in good condition and in proper tune according to manufacturers' specifications and SCAQMD regulations, to minimize exhaust emissions.
 - Construction equipment use shall be suspended during second stage smog alerts.
 - Electricity shall be acquired from power poles rather than temporary diesel - or gasoline - powered generators, as feasible.
 - Methanol - or natural gas - powered mobile equipment shall be utilized instead of diesel, if readily available at competitive prices.
 - Propane - or butane - powered on - site mobile equipment shall be utilized instead of gasoline, if readily available at competitive prices.

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by, **air quality**?

Potentially significant Less than significant with project mitigation Less than significant/No impact

RESOURCES - 3. Biota

SETTING/IMPACTS

Yes No Maybe

- a. **Is the project site located within Significant Ecological Area (SEA), SEA Buffer, or coastal Sensitive Environmental Resource (ESHA, etc.), or is the site relatively undisturbed and natural?**
The proposed project site is currently occupied by the Marina del Rey Hotel, surface parking lots, and a private anchorage. The proposed landside project site is urbanized and does not contain any natural habitat areas. The proposed project is located within the State-designated Coastal Zone and is located directly south of Basin "F" of the Marina del Rey small craft harbor, directly east of the Main Channel of the Marina del Rey small craft harbor, and directly north of Basin "G" of the Marina del Rey small craft harbor. The proposed boat anchorage replacement would be located within the small craft harbor. The closest SEA to the proposed project site is the Ballona Creek SEA, located approximately 1,650 feet to the proposed project site's southeast. Since the proposed project is not located within or adjacent to an SEA or coastal Sensitive Environmental Resource area no impacts would occur from implementation of the proposed project. Therefore, no further analysis would be required on this topic.
- b. **Would grading activities, fire clearance, or flood related improvements remove substantial natural habitat areas?**
As discussed above, the proposed project site does not have a natural habitat area within the landside boundaries. However, the small craft harbor is a natural biological resource and the proposed boat anchorage replacement would occur within the harbor. The proposed project site is currently urbanized with an existing surface parking lot and the existing Marina del Rey Hotel. As discussed in Geotechnical Hazards section "f" above, the proposed rehabilitation of the landside facilities would include removal and export of approximately 2,300 cubic yards of soil, concrete, and debris in conjunction with surface parking lot, promenade and site drainage improvements; however, construction of the new private anchorage would not include excavation, fire clearance, or substantial flood related improvements. Since the proposed project does not have a natural habitat area that can be affected by fire clearance or flood related improvements, there would be no impacts. Therefore, no additional analysis would be required on this topic.
- c. **Is a major drainage course, as identified on USGS quad sheets by a blue dashed line, located on the project site?**
A major drainage course does not occur on the proposed project site as identified on Venice USGS Quad sheet. The closest major drainage courses are the Main Channel of the Marina del Rey small crafts harbor located directly west of the project site, and the Ballona Channel located approximately 3,300 feet south of the project site. No watercourse would be eliminated by the project.
- d. **Does the project site contain a major riparian or other sensitive habitat (e.g. coastal sage scrub, oak woodland, sycamore riparian, woodland, wetland, etc.)?**
The proposed project site is located in an area of Marina del Rey that is highly urbanized. The proposed project site is developed with a surface parking lot, the Marina del Rey Hotel on its landside and a private anchorage on its waterside. The landside portion of the proposed project site does not contain a major riparian or sensitive habitat such as coastal sage scrub, oak woodlands, sycamore riparian, woodlands or wetlands. However, the water-side portion of the proposed project site is located in the Marina del Rey small craft harbor, which is a sensitive marine environment that contains marine biological resources. Specifically, redevelopment of the private anchorage would occur within the main channel, Basin F and Basin G of the Marina Del Rey small craft harbor. Prior marine biological resources studies have been completed in the area of the proposed project site and have concluded that marine biological resources such as benthic infauna, benthic macrofauna-

hardscape, fishes (such as the Tidewater Goby (*Eucyclogobius newberryi*) and California halibut (*Paralichthys californicus*), and birds (such as the California least tern (*Sterna antillarum browni*) and the California brown pelican (*Pelecanus occidentalis californicus*) are located around the proposed project site. A Marine Biology Report for the proposed project has been prepared by Coastal Resources Management, which report is appended hereto.

Demolition and construction activities associated with the redevelopment of the private anchorage could potentially lead to an increase of pollutant runoff into the Marina del Rey small craft harbor and sedimentation upset due to removal and replacement of anchorages from the marina floor. Potential short-term effects on water quality and biology related to the demolition and subsequent re-construction of the Marina del Rey Hotel and Parcels 42/43 Boat Anchorage include:

- Sediment resuspension in the immediate demolition and construction zone
- Release of heavy metals and chlorinated pesticides into the water column
- Temporary degradation in water quality (decreased dissolved oxygen, higher biological oxygen demand due to the resuspension of fine, organically-enriched sediments), and increase turbidity resulting from pile removal and pile emplacement activity.
- Mortality of benthic invertebrates in the immediate area of piling and algae and invertebrates attached to the pilings and docks during removal process.
- Movement of fishes out of the immediate demolition and construction zone due to increase turbidity and potential increase of underwater noise.
- Attraction of fishes to the general project vicinity to forage on algae and invertebrates dislodged from the docks and pilings as they are removed; and,
- Temporary reduction of seabird foraging habitat in the immediate demolition and construction area. However, since the majority of least terns (90 to 95 percent) forage within one mile of the Venice Beach breeding site in open coastal waters and those that forage within Marina del Rey Harbor concentrate within the Entrance Channel, the potential for adverse effects on least tern foraging is minimal. Likewise, the brown pelicans may incidentally forage in the main channel, Basin F and Basin G, but their primary food sources (anchovy) is found more often in waters nearer to the Entrance Channel and in the offshore waters. Therefore, the potential adverse effects on brown pelican foraging habitat is also minimal.

Mitigation Measures that would be implemented in the proposed project to reduce the impact on short-term effects on water quality and biology could include:

- Implement Best Management Practices (BMPs; additional practices are found in Section 4.0, page 29, of the Marine Biological Resources Environmental Assessment by Coastal Resources Management, Inc. March 2010) to contain and minimize the spread of turbidity plume resulting from the demolition or installation of anchorages, such as installing a floating siltation curtain around the work area. The contractor shall be responsible for deploying and maintaining the silt curtains;
- Reduce and/or prevent the turbulence from crossing curtains into the navigation channels or other marine areas;
- When removing or installing new anchorages, use methods which minimize sediment disturbances;
- Prohibit the discard of construction and trash debris into the waters of Marina del Rey Harbor; and,
- Consider temporal mitigation measures to limit timing of on-water activities to October 1st through March 31st to avoid potential disruption to foraging California least terns. Because the main channel, Basin F and Basin G are not a primary least tern foraging area, this mitigation measure may not be necessary.

With implementation of these mitigation measures and others discussed in the Marine Biology Report for the Marina del Rey Hotel and Boat Anchorage Renovation and Redevelopment, impacts would be reduced to less than significant.

e.

Does the project site contain oak or other unique native trees (specify kinds of trees)?

The proposed project site currently contains vegetated areas along the outside of the Marina del Rey Hotel and vegetated medians in the surface parking lot that serves the proposed project site. The vegetated areas contain mature palm trees and other trees such as _____, none of which are oak trees or unique native trees. Some of the more mature trees around the project site would be removed and replaced with drought-tolerant trees. Since the proposed project site does not have oak trees or other unique native trees that would be removed due to implementation of the proposed project, there would be no impacts. Further analysis on this topic would not be required.

f.

Is the project site habitat for any known sensitive species (federal or state listed endangered, etc.)?

As discussed above, the waterside development of the proposed project is located in the habitat of know sensitive benthic infauna, benthic macrofauna-hardscape, fishes (such as the Tidewater Goby (*Eucyclogobius newberryi*) and California halibut (*Paralichthys californicus*), and birds (such as the California least tern (*Sterna antillarum browni*) and the California brown pelican (*Pelecanus occidentalis californicus*). However, the Marine Biological Report for the Marina del Rey Hotel and Anchorage Renovation and Redevelopment includes mitigation measures that would be adhered to by the applicant during construction of the anchorage to ensure that impacts to these sensitive species are reduced to less than significant during redevelopment processes of the Parcels 42/43 Boat Anchorage.

The landside portion of the project site includes habitat that could be potentially used by the Great Blue Heron, Black-crowned Night Heron and the Great Egret, which are known sensitive species that forage and nest within the community of Marina del Rey. Surveys were conducted by a licensed ornithologist in May 2009 and August 2010 to assess whether any of the trees on the project site show evidence of roosting or nesting by herons. These surveys, which are appended to this Initial Study, conclude that none of the site trees show any evidence of roosting or nesting by herons. Nonetheless, the applicant would adhere to bio mitigation measures (provided below), which would ensure the proposed project complies with federal laws that protect nesting and roosting birds. Therefore, impacts would be less than significant and no further analysis would be required.

g.

Other factors (e.g., wildlife corridor, adjacent open space linkage)?

The proposed project site is not adjacent or located on a wildlife corridor nor is it adjacent to an open space linkage. Discussion has been provided above regarding impacts associated with renovation and redevelopment of the landside and waterside portions of the project site, respectively, to marina biota and nesting and roosting birds such as the Great Blue Heron, Black-crowned Night Heron and the Great Egret. A Marine Biology Report has been prepared by Coastal Resources Management and concludes that incremental impacts to soft bottom marine habitat could be significant and requires mitigation through the approval of a coastal development permit. The invasive *Caulerpa taxifolia* algae has a potential to cause ecosystem impacts in bays and nearshore systems due to its extreme ability to out-compete other algae and seagrasses. Eelgrass (*Zostera marina*) enhances the abundance and the diversity of marine life compared to areas where the sediments are barren, and should be conserved where present. Impacts would be less than significant with mitigation and no further analysis would be required.

MITIGATION MEASURES / OTHER CONSIDERATIONS

Lot Size Project Design ERB/SEATAC Review Oak Tree Permit

Heron nesting surveys (Biological Report and Revised Biological Report) dated May 4, 2009 and August 24, 2010 by Califauna are on-file. Marine Biological Resources Environmental Assessment for the Marina del Rey Hotel Dock Project, Basins F and G, Marina del Rey, California prepared by Coastal Resources Management, Inc. March 2010 is on-file.

The following mitigation measures would be implemented for renovation and redevelopment of the proposed project site:

MITIGATION MEASURES:

BIOTA 1: *Active bird nests are protected by the Migratory Bird Treaty Act (16 U.S.C. 704) and the California Fish and Game Code (Section 3503, 3503.5 and 3513). If activities associated with construction or demolition are planned during the nesting/breeding season for native birds, generally December through March for early nesting birds (e.g. Great Blue Heron, Coopers hawks, or hummingbirds) and from mid-March through September for most bird species, the applicant shall have a qualified biologist conduct surveys for active bird nests. Pre-construction nesting bird surveys must be conducted weekly within 30 days prior to initiation of ground-disturbing activities to determine the presence/absence of active nests. The surveys shall be performed on a weekly basis with the last survey conducted no more than three days before the start of clearance/construction work. Surveys shall include examination of trees, shrubs, and the ground within grasslands, for nesting birds, as several bird species known to the area are shrub or ground nesters, including mourning doves. Applicant shall submit all such surveys to Department of Regional Planning staff for review and inclusion in the case file. All active bird nests that are found within the construction zone shall be protected by a buffer appropriate to the species observed, as determined by a qualified biologist, and demarcated by construction fencing or other means that will allow avoidance of the nests, until young birds have fledged and no continued use of the nest is observed.*

BIOTA 2: *If Great Blue Heron nesting activity is discovered, and the qualified biologist determines that renovation activities are disturbing nesting sites of the Great Blue Heron, all renovation in the immediate vicinity of the nest, as determined by the biologist, shall cease until feasible measures can be identified by the County to ensure that continued renovation does not affect Great Blue Heron nesting activity.*

BIOTA 3: *Not earlier than 90 days nor later than 30 days prior to commencement or recommencement of any development authorized under this coastal development permit (the "project"), the applicant shall undertake a survey of the project area and a buffer area at least 10 meters beyond the project area to determine the presence of the invasive alga *Caulerpa taxifolia*. The survey shall include a visual examination of the substrate. If *Caulerpa taxifolia* is found within the project or buffer areas, the applicant shall eliminate all *C. taxifolia* discovered within the project and/or buffer area in a manner that complies with all applicable governmental approval requirements.*

BIOTA 4: *A valid pre-construction eelgrass (*Zostera marina*) survey shall be completed during the period of active growth of eelgrass (typically March through October). The pre-construction survey shall be completed prior to the beginning of construction and shall be valid until the next period of active growth. The survey shall be prepared in full compliance with the "Southern California Eelgrass Mitigation Policy" Revision 8 adopted by the National Marine Fisheries Service and shall be prepared in consultation with the California Department of Fish and Game.*

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, **biotic** resources?

Potentially significant Less than significant with project mitigation Less than significant/No impact

RESOURCES - 4. Archaeological/Historical/Paleontological

SETTING/IMPACTS

Yes No Maybe

- a. **Is the project site in or near an area containing known archaeological resources or containing features (drainage course, spring, knoll, rock outcroppings, or oak trees) that indicate potential archaeological sensitivity?**
As described above, the proposed project site is located in an area of Marina del Rey that is currently developed and has been developed for the past 50 years. The proposed project site does not contain known archaeological resources, drainage courses, springs, knolls, rock outcroppings or oak trees that indicate potential archaeological sensitivity. Demolition and export of approximately 2,300 cubic yards of concrete, underlying soil and debris would take place during the rehabilitation process. The closest area containing known archaeological resources is the Ballona Creek Watershed area where remnants of past human activity have been located, approximately 1,650 feet from the project site. Any resources on Marina land already altered or designated for development have been or have already been impacted. The existing land mass within the marina facility has been covered with fill material from channel construction and developed with residential and commercial buildings, thereby destroying or burying any potential resources.⁹ Anticipated second generation development should not impose any further impacts unless mass excavation is proposed.¹⁰ Therefore, there would be no impacts and no further analysis would be required.
- b. **Does the project site contain rock formations indicating potential paleontological resources?**
The proposed project site is fully developed and located in the highly urbanized community of Marina del Rey. The project site does not contain any rock formations that could include potential paleontological resources.
- c. **Does the project site contain known historic structures or sites?**
The proposed project site does not contain known historic structures and is not considered a historic site according to of the Office of Historic Preservation website.¹¹ Furthermore, the Marina del Rey Land Use Plan does not identify any known historical structures or sites within the community of Marina Del Rey.¹² Therefore, implementation of the proposed project site would not include renovation of a historic structure or historic site and no impacts would occur. Further analysis on this topic would not be required.
- d. **Would the project cause a substantial adverse change in the significance of a historical or archaeological resource as defined in 15064.5?**
As discussed above, the proposed project site is not considered a historical site nor does it contain historical structures. Furthermore, the proposed project site has been developed for the past 50 years and the likelihood of finding an archaeological resource beneath the project site would be remote due to the excavation and infill that was used in the original construction of the proposed project site.
- e. **Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

9 Los Angeles County Local Coastal Program, Marina Del Rey Land Use Plan, February 8, 1996, pg. 7-2.
 10 Los Angeles County Local Coastal Program, Marina Del Rey Land Use Plan, February 8, 1996, pg. 7-2.
 11 Office of Historic Preservation, California State Parks, California Historical Resources, http://ohp.parks.ca.gov/listed_resources/ Accessed January 8, 2010.
 12 Los Angeles County Local Coastal Program, Marina Del Rey Land Use Plan, February 8, 1996, pg. 7-1 through pg. 7-3.

The proposed project site is currently developed with the Marina del Rey Hotel, surface parking lots, and a private anchorage. As described above, the proposed project site has been urbanized over the past 50 years and the likelihood of paleontological resources existing under the proposed project site is limited. This is due to the original deep excavation and infill from the harbor that was used to develop Marina del Rey. Furthermore, the proposed project would not involve excavation on site of any geologic feature because the project site consists of manufactured fill material, but rather would include renovation of the Marina Del Rey Hotel, surface parking lots, and renovation of the Parcels 42/43 Boat Anchorage. Additionally, the proposed project does not have or is not adjacent to any unique geologic features. Since the proposed project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature there would be no impacts. Further analysis on this topic would not be required.

f.

Other factors?

There are no other factors that need to be analyzed under this topic.

MITIGATION MEASURES / OTHER CONSIDERATIONS

Lot Size

Project Design

Phase 1 Archaeology Report

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on archaeological, historical, or paleontological resources?

Potentially significant

Less than significant with project mitigation

Less than significant/No impact

RESOURCES - 5. Mineral Resources

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? <i>The proposed project site is not located within a Mineral Resource Zone as mapped by the County of Los Angeles.¹³</i>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Would the project result in the loss of availability of a locally important mineral resource discovery site delineated on a local general plan, specific plan or other land use plan? <i>As discussed above, the proposed project site is not located within a Mineral Resource Zone as mapped by the County of Los Angeles.</i>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other factors? (Oil and Natural Gas Resource Zone) <i>The proposed project is located within an Oil and Gas Resource Zone.¹⁴ The proposed project site does not currently contain existing drilling sites for the recovery of oil and natural gas, and there would not be any drilling sites located on the project site for the recovery of oil or natural gas in the future. There would be no impacts to Oil and Natural Gas resources with implementation of the proposed project; therefore, no further analysis would be required on this topic.</i>

MITIGATION MEASURES / OTHER CONSIDERATIONS

Lot Size Project Design

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **mineral** resources?

Potentially significant Less than significant with project mitigation Less than significant/No impact

13 County of Los Angeles Draft General Plan, Chapter 6 Conservation and Open Spaces Element, Figure 6.5, Natural Resource Areas, 2008.

14 County of Los Angeles Draft General Plan, Chapter 6 Conservation and Open Spaces Element, Figure 6.5, Natural Resource Areas, 2008.

RESOURCES - 6. Agriculture Resources

SETTING/IMPACTS

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP) of the California Resources Agency to non-agricultural use?</p> <p><i>The proposed project is not located in an area that is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to the Farmland Mapping and Monitoring Program of the California Department of Conservation. Further analysis regarding this topic would not be required.</i></p>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?</p> <p><i>The proposed project site is located in the community of Marina del Rey which has been designated as Specific Plan Zone as zoned under the County of Los Angeles. The proposed project site does not have nor is it located near an area that is contracted under the Williamson Act. Therefore, no impacts would occur, and further analysis on this topic is not required.</i></p>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the project involve other changes in the existing environment that due to their location or nature, could result in conversion of Farmland, to non-agricultural use?</p> <p><i>The proposed project site is located within the community of Marina del Rey, a highly urbanized area. The proposed project site does not contain agricultural farmland nor is it near an area of agricultural farmland. Therefore, implementation of the proposed project would not convert farmland to non-agricultural land. No further analysis on this topic is required.</i></p>
d.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Other factors?</p> <p><i>There are no other factors that need to be analyzed under this topic.</i></p>

MITIGATION MEASURES / OTHER CONSIDERATIONS

Lot Size Project Design

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on agriculture resources?

Potentially significant Less than significant with project mitigation Less than significant/No impact

RESOURCES - 7. Visual Qualities

SETTING/IMPACTS

Yes No Maybe

a.

Is the project site substantially visible from or would it obstruct views along a scenic highway (as shown on the Scenic Highway Element), or is it located within a scenic corridor or would it otherwise impact the viewshed?

The proposed project site is located at the terminus of Bali Way on Lease Parcel 42 and Lease Parcel 43 in Marina del Rey. The closest designated scenic highway is the stretch of roadway from Via Marina to Admiralty Way to Fiji Way (west, then east), then extended Admiralty Way south to Ballona Creek.¹⁵ As one travels westbound and eastbound past Bali Way the proposed project site is not visible from this scenic highway due to the distance the property is set back from Admiralty Way and due to the palm trees and other vegetated landscaping along the sides and median of Bali Way. The most significant qualities of the Marina del Rey area in terms of visual resources are the waters within the small craft harbor, the boats, and boating related elements (e.g., masts, sails, moles, slips, etc.).¹⁶ As motorists, pedestrians, and bicyclists approach the proposed project site from Bali Way, the Marina del Rey small craft harbor would be visible to the north and south, and masts, sails and boats are visible within the harbor. The Marina del Rey Hotel is set far enough back from the terminus of Bali Road to still allow views of the harbor to the south and north of Bali Road, as one looks towards the Marina del Rey Hotel. The rehabilitation of the hotel would incorporate updated exterior designs and paints to produce a harmonizing atmosphere that would represent existing architectural designs within other areas of Marina del Rey. The rehabilitation of the project site would not include the development of additional stories or bulk to the existing Marina del Rey Hotel buildings. Therefore, the bulk and height of the buildings would remain the same as is under existing conditions, and would not further degrade views of the Marina del Rey small craft harbor. Development of the new private anchorage on the waterside portion of the parcels would include the modernization of the existing deck and wet-slip system along with the addition of a new dock system with new slips that would extend approximately 200 feet west of the existing dock and wet-slips located on the western waterside of the Marina del Rey Hotel property. The addition of the dock and wet-slips would provide more parking spaces for boats, thus increasing the visibility of marina amenities such as boats, masts, and sails as visitors to the hotel look out towards the main channel of the Marina del Rey small craft harbor. Due to the height of the development pad associated with the existing Marina del Rey Hotel compared to the water elevation of the marina, visitors to the hotel would continue to be able see unobstructed views of the main channel of the Marina del Rey small craft harbor, even though a new mooring area would be added with the addition of more boats mooring in the new wet-slips. There would be no impacts associated with implementation of the proposed project and further analysis on this topic would not be required.

b.

Is the project substantially visible from or would it obstruct views from a regional riding or hiking trail?

The proposed project site is not located near or adjacent to a regional riding or hiking trail. The proposed project would incorporate the design of a public Promenade walkway along the northern, western and southern sides of the Marina del Rey Hotel between the water's edge and the hotel buildings. This area would be closed off to motorists and open to pedestrians to allow visitors to the hotel and the community of Marina del Rey access to unobstructed views of the Marina del Rey small craft harbor and associated amenities such

15 Los Angeles County Local Coastal Program, Marina Del Rey Land Use Plan, February 8, 1996, pg. 7-1 through pg. 9-3.

16 Los Angeles County Local Coastal Program, Marina Del Rey Land Use Plan, February 8, 1996, pg. 7-1 through pg. 9-3.

as wildlife, boats, masts and sails. Since the proposed project would not be substantially visible from or obstruct views from a regional riding or hiking trail, there would be no impacts. Further analysis on this topic would not be required.

c.

Is the project site located in an undeveloped or undisturbed area that contains unique aesthetic features?

The proposed project site is located within a highly urbanized portion of the community of Marina del Rey. The proposed project site is currently developed with surface parking lots, the Marina del Rey Hotel, and a private anchorage. There are no undeveloped or undisturbed areas on the project site, adjacent to the project site, or near the project site that contains unique aesthetic features. Therefore, implementation of the renovation of the proposed project and redevelopment of the Parcels 42/43 Boat Anchorage would not influence unique aesthetic features in the area. There would be no impacts and further analysis on this topic would not be required.

d.

Is the proposed use out-of-character in comparison to adjacent uses because of height, bulk, or other features?

The proposed project includes the rehabilitation of the Marina del Rey Hotel and associated surface parking lot and the redevelopment of the existing private anchorage. The rehabilitation of the Marina del Rey Hotel would not include the addition of floors that would increase the height of the building or expand the area (bulk) of the building that currently exists on the project site. Renovations of the exterior portions of the Marina del Rey Hotel would entail the demolition of existing exterior windows, and glass door systems; demolition of existing pool deck surfaces; demolition of the existing balcony railings; complete new waterproofing of the decks and deck roofs; a new roof on the exercise/spa/office wing of the hotel; complete exterior repainting of the Hotel Wings and the exercise/spa/office wing; addition of new windows and doors; addition of a new frame trellis at the restaurant and pool deck; 19-new quest room cabanas; refinishing of the swimming pool and spa with the addition of a new American Disability Act (ADA) lift; a new porte-cochere at entry; a new walkway and pool deck surfaces; and new irrigation and landscaping. These renovations to the exterior portion of the Marina Del Rey Hotel would update the visual amenities on the project site to match the contemporary modern look of the buildings surrounding the project site within other areas of Marina del Rey. Furthermore, the proposed project would include redevelopment of the existing, dated private anchorage with a new, modern private anchorage. The proposed project site would be redeveloped in similar character to other modern uses within the Marina del Rey corridor. Therefore, there would be no impacts with implementation of the proposed project and further analysis would not be required.

e.

Is the project likely to create substantial sun shadow, light or glare problems?

The proposed project does not include the addition of floors to the Marina del Rey Hotel nor does it include the increase of floor area and bulk of the existing Marina del Rey Hotel building. There are currently no uses that are located directly adjacent to the proposed project site, so any shadows that are cast due to the height and bulk of the building are typically cast across the anchorage and wet-slip docks of the Parcels 42/43 Boat Anchorage. Since the project would include the rehabilitation of the Marina del Rey Hotel and no additional building height or bulk would be developed, it is expected that the shadows that are cast by the hotel building would remain similar upon completion of the proposed project. Furthermore, the proposed project would include the renovation of exterior windows and glass doors, which would be required by County Standards to be designed to produce minimal glare. Additionally, the renovation of the Marina del Rey Hotel and surface parking lot would include new lighting features that use LED technology and down-cast light fixtures to ensure that lighting does not spill over onto adjacent properties. There would be no impacts and further analysis would not be required on this topic.

f. **Other factors (e.g., grading or landform alteration)?**

As described above, the proposed project includes the rehabilitation of the existing Marina del Rey Hotel, renovation of the surface parking lot, and redevelopment of the existing private anchorage on the waterside portion of the parcels. As noted in the Geotechnical Hazards section of this Initial Study, there would be demolition and export of concrete, underlying soil and debris from the project site for surface parking lot, promenade, and site drainage improvements during the rehabilitation of the Marina del Rey Hotel; however, no substantial landform alteration is involved due to the fact that all existing buildings would remain on-site; only minor excavation in conjunction with drainage improvements and trenching for storm water management would occur. Therefore the proposed project would not have an impact and further analysis on this topic would not be required.

MITIGATION MEASURES / **OTHER CONSIDERATIONS**

Lot Size

Project Design

Visual Report

Compatible Use

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on scenic qualities?

Potentially significant

Less than significant with project mitigation

Less than significant/No impact

RESOURCES - 8. Greenhouse Gas Emissions

SETTING/IMPACTS

Yes No Maybe

a.

Would the project generate greenhouse gas (GhGs) emissions, either directly or indirectly, that may have a significant impact on the environment (i.e., on global climate change)? Normally, the significance of the impacts of a project's GhG emissions should be evaluated as a cumulative impact rather than a project-specific impact.

The project would not increase the number of hotel units, landside amenities, or the number of marina boat slips associated with the Marina Del Rey Hotel. The project incorporates design standards and measures that are both feasible and consistent with many of the recommended measures for new projects from the guidance documents listed above. The proposed project would install energy-efficient lighting, and decrease parking spaces to encourage other forms of transportation and discourage the use of single-occupancy vehicles. Additionally, any renovation and demolition debris that would be generated by the proposed project would be subject to the diversion rate of Unincorporated Los Angeles County Construction and Demolition Debris Recycling and Reuse Ordinance, which requires a minimum of 50 percent of the debris to be diverted and recycled. The project proposes to divert approximately 54 percent. These measures would result in a net reduction in GHG emissions compared to the existing site.

b.

Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases including regulations implementing AB 32 of 2006, General Plan policies and implementing actions for GhG emission reduction, and the Los Angeles Regional Climate Action Plan?

While the County of Los Angeles has not adopted a GHG reduction plan for resources within its jurisdiction, the project is generally consistent with applicable and feasible GHG reduction standards and measures recommended by other agencies including California Air Resources Board (CARB), California Air Pollution Control Officers Association (CAPCOA), Coordinating Committee For Automotive Repair (CCAR), Office of Planning and Research (OPR), and Attorney General Office (AGO). As noted above, the project would reduce overall GHG emissions compared to the existing site. Therefore, the proposed project would have a less than significant impact on the environment with respect to this criterion.

c.

Other factors?

MITIGATION MEASURES

OTHER CONSIDERATIONS

Lot Size Project Design

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on scenic qualities?

Potentially significant Less than significant with project mitigation Less than significant/No impact

SERVICES - 1. Traffic/Access

SETTING/IMPACTS

Yes No Maybe

- a. **Does the project contain 25 dwelling units or more and is it located in an area with known congestion problems (roadway or intersections)?**

The proposed project site is located at the terminus of Bali Way. Access to the project site is provided by Lincoln Boulevard, Admiralty Way and Bali Way. Traffic congestion in the area of the proposed project site is typically heavy-to-moderate during AM and PM Peak Hours. This is primarily due to the heavily congested intersection at Washington Boulevard and Lincoln Boulevard, and motorists using Marina del Rey Streets for pass-through traffic to circumvent the congested intersection. However, since the proposed project merely consists of rehabilitation to the existing Marina del Rey Hotel, renovation of the surface parking lot, and redevelopment of a private anchorage (resulting in a reduction of wet slips on the site), trips by motorists visiting the project site upon its completion would remain similar to the existing traffic condition.

- b. **Would the project result in any hazardous traffic conditions?**

The proposed project would rehabilitate the existing surface parking lot that fronts and gives access to the Marina del Rey Hotel. In order to improve interior vehicle circulation, parking and drive aisle orientation and layout, the number of existing parking spaces in the surface parking lot would be reduced by 58-parking spaces. Vehicular access to the promenade, located around the Marina del Rey Hotel, would be eliminated. However, the existing promenade around the Marina del Rey Hotel would remain at its width to provide access to emergency vehicles such as ambulances and fire trucks. During construction and renovation of the Marina del Rey Hotel, surface parking lot and remodeling of the Parcels 42/43 Boat Anchorage, construction equipment would be staged on the project site to avoid conflicts with traffic conditions on Bali Way and Admiralty Way. Furthermore, a construction/demolition Haul Route plan would be developed by the project applicant to ensure that any trucks carrying demolition material or renovation material to and from the project site do not contribute to hazardous traffic conditions within the community of Marina del Rey. Since the proposed project would not increase the amount of traffic in Marina del Rey and since the applicant of the proposed project would develop a Construction/Demolition Haul Route, the proposed project would not result in any hazardous traffic conditions. No impacts would occur and further analysis on this topic would not be required.

- c. **Would the project result in parking problems with a subsequent impact on traffic conditions?**

The proposed project would include the rehabilitation of the surface parking lot that currently serves the Marina del Rey Hotel and the redevelopment of the private anchorage located on the waterside portion of the parcels. The existing parking lot has 380 parking spaces which includes 61 compact spaces. Implementation of the proposed project would include an adjustment in the parking lot design to optimize its functionality. Therefore, the reconfigured surface parking lot would be renovated to include 58 less parking spots than is currently provided under existing conditions. The bulk of the parking reduction is due to the elimination of unpermitted, Code-incompliant parking stalls that were developed along the waterfront promenade over the years of the hotel and anchorage's operation. Even with the reduction of parking spaces in the surface parking lot, the proposed project would continue to exceed the required standards for the amount of parking spaces that would be required under the Los Angeles County Zoning Code (1 parking space per 2 hotel-questrooms and 6 handicap reserved parking spaces). The boat anchorage portion of the

proposed project would require and apply for a parking permit approved by the County of Los Angeles since the anchorage would be asking for a reduction in parking spaces, from the Los Angeles County Zoning Code standard of 0.75 parking spaces per wet-slip, to 0.60 parking spaces per wet-slip. This is primarily due to the landside space limitations with the incorporation of the landside promenade and the fire lane. Traffic conditions on Bali Way would not be impacted by the reduction in parking spaces due to the renovation of the surface parking lot on the project site. Furthermore, with applicants for the boat anchorage portion of the proposed project applying for a parking permit, the proposed project would have an adequate number of parking spaces per the County of Los Angeles Parking Code. There would be no impacts and further analysis on this topic would not be required.

- d.

Would inadequate access during an emergency (other than fire hazards) result in problems for emergency vehicles or residents/employees in the area?

As discussed above, the proposed project would include the renovation of the public promenade along the waterfront perimeter of the Marina del Rey Hotel. The existing waterfront promenade provides vehicle access and parking along the waterfront side of the Marina del Rey Hotel. Additionally, the existing promenade provides emergency access for ambulances and fire trucks to provide adequate emergency protection service to the proposed project site. Implementation of the proposed project would include closing off the existing promenade from public vehicle access and public parking, and would include upgrades with decorative paving treatments, upgraded lighting, waterfront overlook and walkway amenities such as water fountains, shaded benches, trash receptacles and landscape elements. Emergency access would still be available to responding ambulances and fire trucks on the promenade during the renovation procedure and upon completion of the proposed project. Furthermore, emergency access to the proposed project site from Bali Way would not be altered in any way, and would still continue to provide emergency access to the proposed project site. Residents and employees in the area would still be able to ingress and egress on and off the project site in times of emergencies since the proposed project would not include the renovation of the emergency access system. No impacts would occur and further analysis on this topic would not be required.

- e.

Would the congestion management program (CMP) Transportation Impact Analysis thresholds of 50 peak hour vehicles added by project traffic to a CMP highway system intersection or 150 peak hour trips added by project traffic to a mainline freeway link be exceeded?

As discussed above, the proposed rehabilitation project would not result in the increase of AM and PM Peak Hour Traffic Trips on intersections near the project site. The proposed project includes the rehabilitation of the existing Marina del Rey Hotel, renovation of the surface parking lot, and redevelopment of the private anchorage on the waterside portion of the parcels (resulting in a decrease of wet boat slips). No new uses or expansions would occur during implementation of the project site that could generate more AM and PM Peak Hours Trips than is already occurring due to the uses currently existing on the project site. Therefore, the proposed project would not exceed the thresholds to a CMP highway or the thresholds to a mainline freeway link and no impacts would occur. Further analysis would not be required on this topic.

- f.

Would the project conflict with adopted policies, plans, or program supporting alternative transportation (e.g., bus, turnouts, bicycle racks)?

The proposed project site is currently served by the Los Angeles County Metropolitan Transportation Authority (MTA) that provides alternative transportation throughout the community of Marina del Rey and into parts of the Los Angeles Metro Region. The closest bus stop from the proposed project is located on the eastern and southern corners of the Admiralty Way and Bali Way intersections approximately 1,000 feet from the proposed

project site. Rehabilitation of the Marina del Rey Hotel and surface parking lot and the redevelopment of the private anchorage would not interfere with alternative transportation service as provided by the MTA. Redevelopment of the private anchorage would include a new ganway and wet-slips and One new side or end tie would be reserved for the marina-wide water taxi service that currently exists in the Marina del Rey small craft harbor. Since implementation of the proposed project would not conflict with adopted policies, plans or programs supporting alternative transportation and would support the marina-wide water taxi service, there would be no impacts. Further analysis on this topic would not be required.

g. Other factors?

There are no other factors pertaining to this project that would impact traffic and access in the area.

MITIGATION MEASURES / OTHER CONSIDERATIONS

Project Design Traffic Report Consultation with Traffic & Lighting Division

The applicant would consult with DPW Land Development Division, Traffic and Lighting Division and Fire Department for access. For the remodeling of the private boat anchorage, the applicant would apply for a Parking Permit from the County Department of Regional Planning to allow for a reduction in the standard of 0.75 parking spaces per one wet-slip, to 0.60 parking spaces per one wet-slip. Prior to initiation of any project-related demolition or construction activities on the site, the applicant would submit a construction traffic management plan/Haul Route to DPW for review and approval.

MITIGATION MEASURES:

TRAFFIC 1: Applicant shall submit a construction traffic management plan to Los Angeles County Department of Public Works (DPW) for review and approval prior to initiation of any project construction activity at the subject property. In addition, the project site plan shall be submitted to the DPW Land Development Division for access and parking lot circulation review.

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on traffic/access factors?

Potentially significant Less than significant with project mitigation Less than significant/No impact

SERVICES - 2. Sewage Disposal

SETTING/IMPACTS

- | | Yes | No | Maybe | |
|----|--------------------------|-------------------------------------|--------------------------|--|
| a. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | If served by a community sewage system, could the project create capacity problems at the treatment plant?
<i>No new uses or an increase in people staying or working at the hotel is expected to occur; therefore, the proposed project would not increase the amount of sewage that is generated compared to existing conditions. However, a single sewer waste pump out station with an estimated average disposal of approximately 300 gallons per week is proposed. Furthermore, facilities exist at Burton W. Chace Park and the Marina del Rey Public Launch Ramp for boats to offload human waste into the local community sewage system. Since the proposed project would not substantially generate an increase in sewage, the proposed project would not increase capacity problems at the treatment plant that currently serves the project site. No impacts would occur and further analysis on this topic would not be required.</i> |
| b. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Could the project create capacity problems in the sewer lines serving the project site?
<i>The proposed project site is currently served by an existing sewer infrastructure conveyance system that is adequate for the current uses (hotel, surface parking lot) on the project site. A single sewer waste pump out station with an estimated average disposal of approximately 300 gallons per week is proposed. Implementation of the proposed project would not substantially generate more sewage than is already generated under current conditions; therefore, the current sewage conveyance system would continue to be adequate upon completion of the proposed project. The proposed project would not impact the existing sewer lines serving the proposed project site; therefore, no impacts would occur with implementation of the proposed project. No further analysis would be required on this topic.</i> |
| c. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Other factors?
<i>There are no other factors pertaining to this project that would impact sewage disposal services in the area.</i> |

STANDARD CODE REQUIREMENTS

- Utilities Code, Title 20 – Division 2 (Sanitary Sewers and Industrial Waste)
- Plumbing Code, Title 28 – Chapter 7 (Sanitary Drainage)
- California Health Safety Code – Section 5474 (Sewer connection mitigation fee)

MITIGATION MEASURES / OTHER CONSIDERATIONS

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **sewage disposal** facilities?

- Potentially significant Less than significant with project mitigation Less than significant/No impact

SERVICES - 3. Education

SETTING/IMPACTS

- | | Yes | No | Maybe | |
|----|--------------------------|-------------------------------------|--------------------------|--|
| a. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Could the project create capacity problems at the district level?</p> <p><i>The hotel use accommodates a transient population and does not generate a permanent population. Therefore, the proposed project would not generate students that would attend local schools. The project would not create capacity problems at the district level, and further analysis on this topic would not be required.</i></p> |
| b. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Could the project create capacity problems at individual schools that would serve the project site?</p> <p><i>As described above, the proposed project would not generate a permanent population, and thus would not generate a student population that would attend the local educational system. No impacts would occur and further analysis on this topic would not be required.</i></p> |
| c. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Could the project create student transportation problems?</p> <p><i>As described above, the proposed project would not generate a permanent population, and thus would not generate a student population that would attend the local educational system. Student transportation would not be required nor would it be impacted by the proposed project. No further analysis on this topic would be required.</i></p> |
| d. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Could the project create substantial library impacts due to increased population and demand?</p> <p><i>The proposed project would not generate a permanent resident population. There would not be an increase in the usage of library facilities due to the implementation of the proposed project. No impacts would occur and further analysis on this topic is not required.</i></p> |
| e. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Other factors?</p> <p><i>There are no other factors pertaining to this project that would impact education services in the area.</i></p> |

STANDARD CODE REQUIREMENTS

- State of California Government Code – Section 53080 (School Facilities Fee)
 Planning & Zoning Code, Title 22 – Chapter 22.72 (Library Facilities Mitigation Fee)

MITIGATION MEASURES / **OTHER CONSIDERATIONS**

- Site Dedication Government Code Section 65995 Library Facilities Mitigation Fee

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to educational facilities/services?

- Potentially significant Less than significant with project mitigation Less than significant/No impact

SERVICES - 4. Fire/Sheriff Services

SETTING/IMPACTS

Yes No Maybe

- a.

Could the project create staffing or response time problems at the fire station or sheriff's substation serving the project site?

The proposed project site is currently served by the County of Los Angeles Fire Department and the County of Los Angeles Sheriff's Department. The closest fire station is Los Angeles County Fire Station Number 110 located at 4433 Admiralty Way approximately 0.62 miles from the proposed project site. The fire station that serves the proposed project site is currently operating at an adequate level to serve the community of Marina del Rey. The closest sheriff's department is the Marina del Rey Sheriff's Department (operated by the County of Los Angeles Sherriff's Department) located at 13851 Fiji Way, approximately 1.4 miles from the proposed project site. The Marina del Rey Sheriff's Station is currently staffed with adequate personnel and equipment to maintain adequate service patrol levels in the community of Marina del Rey. The proposed project would not generate a permanent population to the community of Marina del Rey, nor would it generate a larger transient population using the facilities at the Hotel, because there would not be the addition of rooms to the project site. During construction, Best Management Practices (BMPs) would be taken by the construction contractor to ensure construction equipment has spark arrestors on equipment as needed to reduce the possibility of a fire during renovation. Furthermore, the construction contractor would use BMPs in securing equipment as to reduce construction equipment theft during the renovation of the project site. With these BMPs in place and the fact that the proposed project would not generate a larger population than is already established on-site, staffing needs and response times would not increase over existing conditions for the Los Angeles County Fire and Sheriff Departments. No impacts would occur and further analysis on this topic would not be required in an EIR.

- b.

Are there any special fire or law enforcement problems associated with the project or the general area?

As described above, the proposed project site is located in the urbanized area of Marina del Rey. BMPs would be standard during renovation and construction of the Marina del Rey Hotel and Parcels 42/43 Boat Anchorage, respectively, to ensure that the threat for fire and the threat of crime (pilferage of the construction equipment) is reduced or does not occur on the project site. Furthermore, renovation of the proposed project would include the development of a new up-to-date fire sprinkler system throughout the Marina del Rey Hotel to help in reducing the risk of fire spread in case of a conflagration. Since the proposed project would not pose any special fire or law enforcement problems, there would be no impacts. Therefore, further analysis on this topic would not be required.

- c.

Other factors?

There are no other factors pertaining to this project that would impact fire or sheriff services in the area. Further analysis on this topic would not be required.

STANDARD CODE REQUIREMENTS

Revenue & Finance Code, Title 4 – Chapter 4.92 (Fire Protection Facilities Fee)

MITIGATION MEASURES / OTHER CONSIDERATIONS

BMPs mentioned in "a." and "b." above would be taken by the construction contractor to ensure construction

equipment has spark arrestors on equipment as needed to reduce the possibility of a fire during renovation. Furthermore, the construction contractor would use BMPs in securing equipment as to reduce construction equipment theft during the renovation of the project site.

The Los Angeles County Sheriff and Fire Departments were consulted.

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **fire/sheriff** services?

Potentially significant Less than significant with project mitigation Less than significant/No impact

SERVICES - 5. Utilities/Other Services

SETTING/IMPACTS

Yes No Maybe

a.

Is the project site in an area known to have an inadequate public water supply to meet domestic needs or to have an inadequate ground water supply and proposes water wells?
The Department of Public Works operates and maintains the Marina del Rey water conveyance system for the Department of Beaches and Harbors.¹⁷ This same water conveyance system currently serves the proposed project site. The Marina purchases its water from the Los Angeles County Marina del Rey Water System, which is the purveyor for the Metropolitan Water District of Southern California.¹⁸ The proposed project site is not nor would it be served by water wells. The proposed project does not include an increase in square footage of the existing buildings on site, or an increase in the amount of guest rooms within the existing Marina del Rey Hotel. Therefore, the proposed project would not require an increase in demand for water supply upon its build-out. Furthermore, the applicant of the proposed project would develop and submit a Landscaping Plan for the renovation of the existing landscaping and irrigation system on the project site. The Landscaping Plan would include the replacement of non-drought tolerant landscaping with drought-tolerant landscaping, which would reduce the amount of water that would be needed on the proposed project site. Since the proposed project would not generate an increased need for water to the project site and would install water efficient shower heads, among other water conservation measures, and since the proposed project would incorporate design features in landscaping that would reduce the use of water, the proposed project would continue to have an adequate water supply. No impacts would occur and further analysis on this topic would not be required.

b.

Is the project site in an area known to have an inadequate water supply and/or pressure to meet fire fighting needs?
The proposed project site is located in a developed area of Marina del Rey that is currently served by an existing water conveyance system. Fire flows to the project site are currently adequate for the uses that currently exist on the project site (the Marina del Rey Hotel and the Parcels 42/43 Boat Anchorage). Furthermore, the proposed project site contains fire hydrants located around the Marina del Rey Hotel to provide hook-ups for the fire department in case of a fire on the project site. The proposed project would not include the addition of floors or area to the existing Marina del Rey Hotel; therefore, an increase in fire flow is not anticipated to be required to adequately serve the proposed project upon its completion. Per Los Angeles County's typical process, formal approval of fire flow rates for the project site would occur during the building permit process prior to issuance of a building permit.

c.

Could the project create problems with providing utility services, such as electricity, gas, or propane?
The proposed project site currently receives electricity from the Southern California Edison Company and natural gas from the Southern California Gas Company. Infrastructure currently exists on the project site, which conveys an adequate supply of electricity and natural gas to the existing uses on the project site. The rehabilitation of the Marina Del Rey Hotel would not include the addition of building square footage or an increase in use on the project site, therefore, the proposed project would demand the same amount of electricity and natural gas that is currently being demanded under existing conditions. The new private anchorage would include updated utility hook-ups (electricity) which would be supplied by existing infrastructure that currently exists in the dock system. The amount of electricity that would be demanded by boats docking in the new wet-slips of the remodeled Parcels 42/43 Boat Anchorage would be the same or slightly less than existing demand because of

17 Los Angeles County Local Coastal Program, Marina Del Rey Land Use Plan, February 8, 1996, pg. 12-2.

18 Los Angeles County Local Coastal Program, Marina Del Rey Land Use Plan, February 8, 1996, pg. 12-2.

the reduction of slips, and the current infrastructure system would be able to accommodate this future demand. No impacts would occur and further analysis on this topic would not be required.

d.

Are there any other known service problem areas (e.g., solid waste)?

The proposed project would not increase the intensity of the existing land uses, and therefore, would generate the same amount of solid waste that is being generated under existing conditions. During rehabilitation and remodeling of the Marina del Rey Hotel and redevelopment of the private anchorage, respectively, a slight increase in the amount of renovation debris would occur; however, this increase would be temporary in nature and would be able to be accommodated by the local solid waste disposal service provided in the community of Marina del Rey. Furthermore, any debris that would be generated by the proposed project would be subject to the diversion rate, allowing approximately 54 percent (54 percent is the most up to date 2006 diversion rate for Unincorporated Areas of Los Angeles County) of the debris to be diverted and recycled. Since the proposed project would not generate more solid waste upon its completion than is being generated under existing conditions and since renovation of the proposed project site would produce a minimal amount of renovation debris that can be adequately disposed of at landfill facilities serving the project site, no impacts would occur. A Recycling and Reuse Plan would be prepared for construction activities. The project design would provide adequate storage area for the collection and removal of recyclable materials subject to the satisfaction of DPW. Further analysis on this topic would not be required.

e.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services or facilities (e.g., fire protection, police protection, schools, parks, roads)?

The proposed project would not generate an increase demand for government facilities, fire protection, police protection, schools, parks, or roads because the proposed project consists of the rehabilitation of the existing Marina del Rey Hotel, renovation of the surface parking lot, and redevelopment of the private anchorage. The proposed project would not intensify the land uses that are currently located on the project site, and therefore, would not generate a greater demand from these public services and facilities within the community of Marina del Rey. Implementation of the proposed project would not cause an impact on governmental facilities and public services; therefore, further analysis on this topic would not be required.

f.

Other factors?

There are no other factors pertaining to this project that would impact utilities and public services in the area.

STANDARD CODE REQUIREMENTS

- Plumbing Code, Title 28 – Chapters 3, 6 & 12
- Utilities Code, Title 20 – Divisions 1, 4 & 4a (Water, Solid Waste, Garbage Disposal Districts)

MITIGATION MEASURES / OTHER CONSIDERATIONS

- Lot Size
- Project Design

A Recycling and Reuse Plan would be submitted to DPW Environmental Programs Division for approval prior to construction or demolition.

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **utilities** services?

- Potentially significant Less than significant with project mitigation Less than significant/No impact

OTHER FACTORS - 1. General

SETTING/IMPACTS

Yes No Maybe

- a.

Would the project result in an inefficient use of energy resources?

The proposed project is currently served by Southern California Edison for its electrical needs. The existing Marina del Rey Hotel on the project site is currently outdated with respect to energy reduction resources within its design. Renovation of the Marina del Rey Hotel would include replacement of outdated lighting fixtures with replacement of energy efficient lighting fixtures and LED bulbs. This, in turn, would reduce the net amount of energy that the proposed project would require, compared to existing conditions.

- b.

Would the project result in a major change in the patterns, scale, or character of the general area or community?

The proposed project includes the rehabilitation of the existing Marina del Rey Hotel and the construction of a new private anchorage on the waterside portion of the parcels. Rehabilitation of the Marina del Rey Hotel would not include the addition of floors, guest-rooms or the development of additional square feet of building space on the proposed project site. The scale of the existing Marina del Rey Hotel would remain the same upon completion of the proposed renovation process. The renovation of the exterior of the hotel would provide a modernized design which would better reflect the character and pattern of existing buildings adjacent and nearby to the proposed project site. The demolition and construction of a new private anchorage on the waterside portion of the subject parcels would provide an updated layout design. The proposed project would not result in a major change in the patterns, scale or character of the general area or community; therefore, there would be no impacts. Further analysis on this topic would not be required.

- c.

Would the project result in a significant reduction in the amount of agricultural land?

The proposed project site does not consist of agricultural land, nor is there any agricultural land adjacent to or near the proposed project site.

- d.

Other factors?

There are no other factors pertaining to this project that would impact general items in the area.

STANDARD CODE REQUIREMENTS

California State Administrative Code, Title 24, Part 5, T-20 (Energy Conservation)

MITIGATION MEASURES / OTHER CONSIDERATIONS

Lot Size Project Design Compatible Use

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to any of the above factors?

Potentially significant Less than significant with project mitigation Less than significant/No impact

OTHER FACTORS - 2. Environmental Safety

SETTING/IMPACTS

- | | Yes | No | Maybe | |
|----|--------------------------|-------------------------------------|--------------------------|--|
| a. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Are any hazardous materials used, transported, produced, handled, or stored on-site?</p> <p><i>Typically, hotel uses do not store or handle hazardous materials. However, on-site support services, such as janitorial services and pool cleaning services could store small amounts of paint, cleaning substances, and chlorine. Any amount of hazardous materials that would be stored on site upon completion of the proposed project would be subject to federal and state laws pertaining to the storage, generation and disposal of hazardous waste materials. Furthermore, the County of Los Angeles is authorized to inspect on-site uses and to enforce state and federal laws pertaining to the storage, use, transportation and disposal of hazardous wastes and materials. The County of Los Angeles also requires that uses such as hotels submit to an annual inventory of hazardous materials in use on site, as well as business emergency plans, submitted annually for review. Since the proposed project could store hazardous materials on-site pertaining to janitorial services and pool cleaning services, the proposed project site would be governed by federal, state and local laws to ensure the proper use, storage and transport of such materials. Impacts would be less than significant and further analysis on this topic would not be required.</i></p> |
| b. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Are any pressurized tanks to be used or any hazardous wastes stored on-site?</p> <p><i>The proposed project site currently does not contain pressurized tanks or hazardous wastes that are stored on-site. Furthermore, no pressurized tanks or hazardous wastes would be developed or stored on the proposed project site upon its completion. Therefore, no impacts would occur and further analysis on this topic would not be required.</i></p> |
| c. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Are any residential units, schools, or hospitals located within 500 feet and potentially adversely affected?</p> <p><i>The proposed project site is located more than 500-feet from the closest residential units, school, and hospital, and would not include the storage of large quantities of hazardous materials or pressurized tanks, there would be no impacts. Further analysis on this topic would not be required in an EIR.</i></p> |
| d. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Have there been previous uses that indicate residual soil toxicity of the site or is the site located within two miles downstream of a known groundwater contamination source within the same watershed?</p> <p><i>The proposed project site has been developed for at least the past 50 years with the existing Marina del Rey Hotel. Past uses are not expected to have resulted in soil contamination and landform alteration activities would not occur with the landside project that would have the potential to significantly disturb existing site soils. If any excavated soil is found to be contaminated, or classified as hazardous waste by an appropriate agency, the soil would be managed and disposed of in accordance with applicable Federal, State, and local laws and regulations. . No impacts would occur and further analysis on this topic would not be required in an EIR.</i></p> |
| e. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Would the project create a significant hazard to the public or the environment involving the accidental release of hazardous materials into the environment?</p> <p><i>The proposed project could use hazardous materials such as paints, cleaning agents, aerosol cans, landscaping-related chemicals, and common household substances such as bleaches during renovation activities on the project site, as well as during operation of the uses on the project site upon build-out. All uses and storage of these materials would be subject to federal, state and local laws pertaining to the use, storage and transportation of these hazardous materials. Most of the hazardous materials indicated above are allowed to be</i></p> |

disposed of at the local Class II and Class III landfills that serve the proposed project site and community of Marina del Rey. Since the proposed project would be required to abide by federal, state and local laws pertaining to the use, storage, and transportation of these materials, the likelihood of an accidental release occurring and creating a significant hazard to the public would be minimal. Therefore, impacts would be less than significant.

Redevelopment of the private anchorage would include the pounding of piles into the sea floor beneath the boat slips to support the new dock system that would be developed. As stated earlier, the proposed project site is located within an area of Marina del Rey that is known to have pockets of natural gas occurring underground. Pockets of methane gas could exist below the area where the anchorage piles for the new dock system would be pounded into the sea floor. However, the likelihood that the piles could penetrate these pockets and release natural gas into the environment is minimal, since the anchorage system would penetrate the sea floor only a short distance. Precautions would still be taken to avoid the occurrence of releasing methane gas into the environment by complying with Los Angeles County Building Code Section 110.4, which addresses Methane Gas Hazards. With these precautions in place impacts would be less than significant. No further analysis would be required on this topic in an EIR.

f. **Would the project emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**
The proposed project is not located within one-quarter mile of an existing or proposed school and would take actions to avoid accidental releases of hazardous materials. Therefore impacts would be less than significant. Further analysis on this topic would not be required in an EIR.

g. **Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or environment?**
The proposed project is not located on a parcel of land that has been included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.¹⁹ The closest site that is included on a list of hazardous materials sites is located 4144 Glencoe Avenue, approximately 0.67 miles northeast of the proposed project site. Since the proposed project site is not located on a site that is listed as a hazardous materials site there would be no impacts. Further analysis on this topic would not be required.

h. **Would the project result in a safety hazard for people in a project area located within an airport land use plan, within two miles of a public or public use airport, or within the vicinity of a private airstrip?**
The proposed project site is located approximately 2.3 miles to the northwest of Los Angeles International Airport (LAX) and approximately 2.08 miles southeast of the Santa Monica Airport. The proposed project is therefore not located within 2 miles of an airport. Furthermore, the proposed project is not located within the Santa Monica Airport Influence Area²⁰ or the LAX Airport Influence Area²¹ and would not result in a safety hazard for people in the project area. No impacts would occur and further analysis on this topic would not be required.

19 California Department of Toxic Substances, Envirostor, Hazardous Waste and Substances Site List, Accessed January 11, 2010.

20 Los Angeles County Department of Regional Planning, Los Angeles County Airport Land Use Commission, Santa Monica Airport Influence Area, http://planning.lacounty.gov/assets/upl/project/aluc_airport-santa-monica.pdf. Accessed January 11, 2010.

21 Los Angeles County Department of Regional Planning, Los Angeles County Airport Land Use Commission, LAX Airport Influence Area, http://planning.lacounty.gov/assets/upl/project/aluc_airport-lax.pdf. Accessed January 11, 2010.

i.

Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The proposed project site is located in Marina del Rey an unincorporated portion of the County of Los Angeles. The proposed project site would be subject to the Operational Area Emergency Response Plan (the OAERP), which is prepared by the Office of Emergency Management.²² Implementation of the proposed project site would not change current evacuation routes from off the project site. Furthermore, renovation of the proposed project would not physically interfere with the OAERP. No impacts would occur and further analysis on this topic would not be required.

j.

Other factors?

The project site appears to be located on or within 1,000 feet of a landfill (Venice Dump and Celery Dump).

MITIGATION MEASURES / OTHER CONSIDERATIONS Toxic Clean-up Plan

The project would comply with Building Code Section 110.3 to address potential proximity to landfill and Section 110.4 to address Methane Gas Hazards. Demolition and renovation activities are subject to AQMD Rule 1403.

MITIGATION MEASURES:

SAFETY 1: Applicant shall contact Department of Public Works Environmental Programs Division (EPD) to confirm location of any nearby landfill(s) and will provide EPD with a study of subsurface lateral migration of landfill gas, if necessary, in compliance with Building Code Section 110.3.

CONCLUSION

Considering the above information, could the project have a significant impact relative to public safety?

Potentially significant Less than significant with project mitigation Less than significant/No impact

OTHER FACTORS - 3. Land Use

SETTING/IMPACTS

Yes No Maybe

- a. **Can the project be found to be inconsistent with the plan designation(s) of the subject property?**
The subject parcels' land use designations per the Marina del Rey Land Use Plan are "Hotel" and "Water." The Hotel land use designation permits hotels and motels to provide overnight accommodations and attendant visitor-serving services including dining and entertainment uses. The Water land use designation permits private anchorages, as proposed. The rehabilitation of an existing hotel and anchorage is therefore consistent with the plan designations on the project site.
- b. **Can the project be found to be inconsistent with the zoning designation of the subject property?**
The proposed project is zoned as Specific Plan under the Los Angeles County Zoning Ordinance. Furthermore, the Marina del Rey Land Use Plan has designated the project as being within the "Bali Development Zone." This area is permitted for the development of a Hotel; 382 hotel rooms or motel units; and expansion of the anchorage (in the Funnel Expansion Area only). Since the proposed project includes the rehabilitation of the existing hotel and redevelopment of a private anchorage, the proposed project would be consistent with the zoning designation on the project site.
- c. **Can the project be found to be inconsistent with the following applicable land use criteria:**
- Hillside Management Criteria?**
- SEA Conformance Criteria?**
- Other?**
The proposed project is not located in or adjacent to a Hillside Management Area. Therefore, the proposed project would not be required to abide by the criteria of the Hillside Management Areas. The proposed project is not located adjacent or within an SEA. Therefore, the proposed project would not have to conform to SEA Criteria. There would be no impacts and further analysis on this topic would not be required.
- d. **Would the project physically divide an established community?**
The proposed project site is located in an area of Marina del Rey that is highly urbanized. Existing residential structures, commercial structures, marina anchorages, parking lots, and parks are located around the proposed project site. The proposed project would not divide an established community; therefore, there would be no impacts. No further analysis on this topic would be required in an EIR.
- e. **Other factors?**
The proposed project does not have any other conflicts regarding land use. There would be no impacts, and further analysis on this topic would not be required.

MITIGATION MEASURES / **OTHER CONSIDERATIONS**

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **land use** factors?

- Potentially significant Less than significant with project mitigation Less than significant/No impact

OTHER FACTORS - 4. Population/Housing/Employment/Recreation

SETTING/IMPACTS

- | | Yes | No | Maybe | |
|----|--------------------------|-------------------------------------|--------------------------|---|
| a. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Could the project cumulatively exceed official regional or local population projections?</p> <p><i>Hotel uses provide room and board for a transient population, which is not counted toward the population of the community of Marina del Rey. Therefore, implementation of the proposed project would not exceed official regional or local population projections and there would be no impacts. Additional analysis on this topic would not be required.</i></p> |
| b. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Could the project induce substantial direct or indirect growth in an area (e.g., through projects in an undeveloped area or extension of major infrastructure)?</p> <p><i>Infrastructure such as sewage disposal, water conveyance systems, natural gas lines and electrical lines currently exist and serve the project site. No additional infrastructure would be required with implementation of the proposed project. Therefore, the proposed project would not induce substantial direct or indirect growth within the community of Marina del Rey. There would be no impacts and further analysis on this topic would not be required.</i></p> |
| c. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Could the project displace existing housing, especially affordable housing?</p> <p><i>The existing land uses on the project site include surface parking lots, a conference building, a private boat anchorage, and the Marina del Rey Hotel. There are no residential units located on the project site; therefore, implementation of the proposed project would not displace existing housing or affordable housing within the community of Marina Del Rey. No impacts would occur and no further analysis on this topic would be need in an EIR.</i></p> |
| d. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Could the project result in substantial job/housing imbalance or substantial increase in Vehicle Miles Traveled (VMT)?</p> <p><i>The proposed project would rehabilitate the existing Marina del Rey Hotel and surface parking lot and redevelop the existing private anchorage on the waterside portion of the subject parcels. The proposed project does not contain residential units, and therefore, would not increase or decrease the housing within the community of Marina del Rey. Furthermore, upon completion of the proposed project, the number of employees that are currently working on the project site would not increase or decrease, and therefore would not affect the job balance within the community of Marina del Rey. Since the proposed project includes renovation and remodeling of an existing building and marina Vehicle Miles Traveled would not increase due to its implementation. No impacts would occur and further analysis on this topic would not be required.</i></p> |
| e. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Could the project require new or expanded recreational facilities for future residents?</p> <p><i>The existing Marina del Rey Hotel currently includes a pool area and exercise room that provides for recreational activities to visitors staying at the hotel. The proposed project would include the renovation of the pool and pool area; however, the exercise room would not be renovated and would remain similar to its existing condition. The renovation of the pool and pool area would include the resurfacing of the pool interior, and addition of new coping and decorative tile accents. The pool-deck area would be renovated and a wood-polymer composite decking would be constructed to accentuate the renovations to the pool. Since the proposed project would not generate a permanent population within the community of Marina del Rey, there would not be a need to develop or expand additional recreational facilities around or near the project site. The transient population staying at the hotel upon completion of the proposed project, would still be able to access existing</i></p> |

recreational facilities such as the Marina del Rey Marina and Burton W. Chace Park near the project site. No impacts would occur and further analysis on this topic would not be required.

f.

Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The project site does not contain residential units where a permanent population resides. The proposed project would not displace substantial numbers of people, and would not necessitate construction of replacement housing. No impacts would occur and further analysis on this topic would not be required.

g.

Other factors?

There are no further factors that are required to be analyzed. No Impacts would occur due to other factors concerning population, housing, employment and recreation topics.

MITIGATION MEASURES / OTHER CONSIDERATIONS

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **population, housing, employment, or recreational** factors?

Potentially significant Less than significant with project mitigation Less than significant/No impact

MANDATORY FINDINGS OF SIGNIFICANCE

Based on this Initial Study, the following findings are made:

	Yes	No	Maybe	
a.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?</p> <p><i>Based on the findings of this initial study, the proposed project would neither degrade the quality of the environment nor is it expected to eliminate important examples of the major periods of California prehistory. The proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, nor threaten a plant or animal community. Potential exists for the proposed project to impact marina biota during redevelopment of the private anchorage located on the waterside portion of the subject parcels; however, mitigation measures have been presented above which would reduce impacts to a less than significant level. Furthermore, the proposed project site contains potential habitat for nesting birds such as the Great Blue Heron, Black-crowned Night Heron and Great Egret. Mitigation measures have been presented in this Initial Study which would provide guidance on how to conduct surveys for these bird species prior to renovation and remodeling activities. With implementation of these mitigation measures, impacts would be less than significant and further analysis on this topic would not be required.</i></p>
b.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Does the project have possible environmental effects that are individually limited but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.</p> <p><i>As described throughout this Initial Study, the proposed project would not increase the current land use intensity on the project site. Related projects as specified above would be involved in individual environmental review to determine the level of significance for impacts pertaining to each of their individual development. Therefore, cumulative impacts would be less than significant and the project's contribution to cumulative impacts would not be cumulatively considerable.</i></p>
c.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Would the environmental effects of the project cause substantial adverse effects on human beings, either directly or indirectly?</p> <p><i>As described throughout the Initial Study, the proposed project includes the rehabilitation of the Marina del Rey Hotel, renovation of the surface parking lot, and redevelopment of a private anchorage and associated amenities. The proposed project would not include any construction activities or operational activities that would cause a substantial adverse effect on human beings. No impacts would occur and further analysis on this topic would not be required.</i></p>

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the environment?

- Potentially significant
 Less than significant with project mitigation
 Less than significant/No impact

FIGURES

FIGURE 1. Regional Location

FIGURE 2. Proposed Project Location

APPENDICES

APPENDIX A: MARINE BIOLOGICAL RESOURCES ENVIRONMENTAL ASSESSMENT, Coastal Resources Management, Inc., March 2010

APPENDIX B: BIOLOGICAL REPORT, Califauna, May 2009
REVISED BIOLOGICAL REPORT, Califauna, August 2010

APPENDIX D: MARINA DEL REY HOTEL AND ANCHORAGE PROJECT AIR QUALITY ASSESSMENT, Impact Sciences Inc., February 2010

APPENDIX E: NOISE AND VIBRATION STUDY FOR THE MARINA DEL REY HOTEL AND ANCHORAGE RENOVATION AND REDEVELOPMENT PROJECT IN LOS ANGELES COUNTY, CALIFORNIA, Impact Sciences, Inc., January 2010

ARMBRUSTER GOLDSMITH & DELVAC LLP

LAND USE ENTITLEMENTS □ LITIGATION □ MUNICIPAL ADVOCACY

AARON P. CLARK
DIRECT DIAL: (310) 254-9053

11611 SAN VICENTE BOULEVARD, SUITE 900
LOS ANGELES, CA 90049

Tel: (310) 209-8800
Fax: (310) 209-8801

E-MAIL: Aaron@AGD-LandUse.com

WEB: www.AGD-LandUse.com

June 27, 2012

VIA E-MAIL

Mitch Glaser, AICP, Hearing Officer
Los Angeles County Department of Regional Planning
320 West Temple Street, 13th Floor
Los Angeles, CA 90012

**Re: County of Los Angeles (“County”) Parking Permit No. RPKP 201200004 &
County Project No. R2012-00340-(4), Pertaining to Marina del Rey Hotel
Rehabilitation Project**

Dear Mr. Glaser:

We represent Pacifica Hotel Company (“Pacifica”), the applicant for the above-referenced Parking Permit and Site Plan Review cases. Our client is seeking the County’s land use approval to renovate its iconic Marina del Rey Hotel leasehold, which is located at 13534 Bali Way in Marina del Rey on Marina Parcel Nos. 42 and 43, at the terminus of the Bali Way mole road (the “Project”).

On behalf of the local development opposition group “We ARE Marina del Rey,” Ms. Nancy Vernon-Marino sent a May 1, 2012 letter to Regional Planning staff making numerous assertions against the Project (her letter is appended hereto as Attachment A). As set forth below, Ms. Vernon-Marino’s arguments are without merit and consist entirely of speculation, opinion unsupported by facts, and misstatements of fact. Contrary to Ms. Vernon-Marino’s assertions, your approval of Pacifica’s Parking Permit application is fully justified based on the substantial evidence before you.

Background

The Project entails Pacifica’s major rehabilitation of its Marina del Rey Hotel leasehold, which was originally developed in 1964 and is in need of renovation. The leasehold contains a 160-room hotel and landside facilities appurtenant thereto (including a hotel conference facility and restaurant and surface parking facilities) and a private boat anchorage. Pursuant to terms outlined in an Option Agreement Regarding Leasehold Interest for the subject parcels that was executed by the County Board of Supervisors on May 17, 2011, the Project includes Pacifica’s

Mr. Mitch Glaser, AICP

June 27, 2012

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replacement and upgrades to all exterior and interior surfaces, fixtures and appurtenances; renovation of and enhancements to the hotel's outdoor recreational facilities (i.e., renovation of the pool facility and installation of cabanas); renovation of the hotel restaurant; enhancement of site landscaping; resurfacing and enhancement of the waterfront public promenade and installation of pedestrian amenities thereon (i.e., new benches, lighting, landscaping, bulkhead railing and dock finger entry gates, and installation of a public viewing area overlooking the Marina's main channel); and resurfacing and reconfiguration of the leasehold's surface parking facilities. Project implementation would not result in an expansion of existing floor area; would not increase in the number of hotel rooms; and would not result in a significant reworking of the interior uses of the existing Marina del Rey Hotel. Moreover, the Project does not include any work on the waterside portion of the leasehold, which private anchorage facilities located thereon will be redeveloped under a separate application by a separate development entity.

The Project underwent a thorough public design review process before the Marina del Rey Design Control Board ("DCB"), which culminated in the DCB granting Pacifica final design approval of the Project renovation plans on May 16, 2012. In rendering its unanimous final approval of the Project's architectural, landscaping and site planning/parking plans, several DCB members took time to congratulate Pacifica on a job well done incorporating the DCB's comments and revisions into the various plans. The Project's parking plan has also been conceptually reviewed and approved by staff of the Land Development Division ("LDD") of the County Department of Public Works. LDD staff analyzed the proposed surface parking configuration, internal access driveways and vehicular ingress/egress points, and provided Pacifica a number of valuable comments (which Pacifica has incorporated into the site plan) regarding how to improve the parking field configuration in order to maximize on-site parking while ensuring safe and convenient vehicle circulation into, from and within the parking areas of the site. Finally, the proposed site plan and parking design has been reviewed and conceptually approved by the Hydrants and Access staff of the County Fire Department's Fire Prevention Division, whose comments regarding emergency fire vehicle access throughout the site were incorporated by Pacifica into the plans before you.

All this is to confirm that the plans before you have undergone extensive review by multiple County agency personnel, in addition to the review they have undergone by Regional Planning staff in preparation for the public hearing on Pacifica's Parking Permit application. In each case, Pacifica has listened carefully to the input received by County agency personnel, and has modified its plans to reflect staffs' suggested modifications, which has resulted in the much improved plans before you.

Mr. Mitch Glaser, AICP
June 27, 2012
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Ms. Vernon-Marino submitted her May 1, 2012 letter in protest to an administrative Parking Deviation request made by Pacifica pursuant to Section 22.56.1762 of the County Code. The Parking Deviation requested a modest, approximate 18 percent reduction in Code-required parking for the Project. The strictest interpretation of the Code would require as many as 386 parking spaces for the Project whereas—as supported by the findings of a shared-parking analysis prepared for the Project by the licensed traffic engineering firm Linscott, Law & Greenspan Engineers (“LLG”)—Pacifica is requesting a reduction to 322 parking spaces for the Project. It is only as a result of Ms. Vernon-Marino’s lone protest to Pacifica’s Parking Deviation request (no other protests were received by staff) that Pacifica was required to file for a full Parking Permit and appear before you at a public hearing.

Rebuttal to assertions raised in Ms. Vernon-Marino’s May 1, 2012 protest letter

1. The County did not improperly notice Pacifica’s initial Parking Deviation request, or the subject Parking Permit application.

Ms. Vernon-Marino asserts the County provided improper public notice for Pacifica’s initial Parking Deviation request, alleging that the notice was “inadequate and incomplete.” She also alleges Planning staff provided the public insufficient access to the application materials. At the upcoming July 3rd public hearing you will be conducting, we presume she will make the same allegations regarding the purported inadequacy of the public hearing notice and access to case materials that has been provided by Regional Planning staff for Pacifica’s Parking Permit application.

Simply put, Regional Planning staff provided proper public notice, fully consistent with County Code requirements and Regional Planning’s longstanding practices, regarding both the initial Parking Deviation request and the subject Parking Permit application. There is no evidence supporting Ms. Vernon-Marino’s assertions that improper notice has been provided, or, as she suggests, that the public has somehow been disenfranchised by staff’s efforts to thwart public review of the case materials or obfuscate “key information” in the public hearing notices.

2. The Project does not constitute “piecemeal Planning.”

Ms. Vernon-Marino alleges the Project “initiates piecemeal implementation of the revised parking policies promulgated under the recently enacted Marina del Rey LCP Amendment,” and also asserts the Project should not be approved until a “comprehensive implementation plan” is put in place by the County addressing the parking policies of the LCP. As explained below, we believe she is misinterpreting the applicable LCP policies.

Mr. Mitch Glaser, AICP
June 27, 2012
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In making these allegations, Ms. Vernon-Marino appears to be attempting to connect Pacifica's justified request for a modest parking reduction for the Project to a parking policy of the LCP that "encourages," where feasible, existing commercial developments to "provide a program to make parking available to the general public during their off peak times to help meet the demand for parking during public recreation peak periods for special events and on weekends."¹ This LCP policy is tailored to traditional office and retail commercial developments in order to encourage the public's use of unused parking spaces during off-peak times when the offices or retail establishments are either closed or otherwise being underutilized. The policy does not implicate hotel uses, which, by their nature, experience the heaviest use during public recreation peak periods for special events and on weekends. This fact is confirmed in the shared-parking analysis that was prepared by LLG for the Project, which found that the heaviest use period for the hotel generally occurs at 3PM on Saturdays. Importantly, LLG's analysis concluded that Project parking demand during this peak-use period will be 320 spaces, which would result in a 2-space parking surplus on the site, since there will be 322 spaces provided on-site in the Project.

While LLG's shared-parking analysis clearly justifies the number of parking spaces being provided in the Project (thus substantiating the proposed parking reduction), it should be noted that abundant public parking is located in close proximity to the subject property. Ample public parking is provided nearby at County parking lot "UR" (located at the northwesterly corner of the Bali Way/Admiralty Way intersection), at the County's public boat launching ramp (Parcels 49R and 49M, which contain literally hundreds of easily-accessible public parking spaces fronting Admiralty Way between the Mindanao Way and Fiji Way mole roads) and at Burton Chace Park (located nearby at the terminus of Mindanao Way).

3. The proposed parking reduction is substantiated.

It is frankly difficult to ascertain what Ms. Vernon-Marino is arguing in alleging that the proposed parking reduction is unsubstantiated. She asserts that Pacifica "has provided no justification for deviations from a permit that was accepted and agreed to by the applicant," and that "the burden of proof should be on the applicant to show that the hotel renovation permit, as issued, is no longer feasible."

Setting aside Ms. Vernon-Marino's confused description of a hotel renovation permit that has purportedly been issued to Pacifica (no such permit has been accepted by or issued to Pacifica), the evidence in the record demonstrates Pacifica has satisfied the burden of proof for

¹ See Parking Policy 13 of the "Recreation & Visitor-Serving Facilities" chapter of the Marina del Rey Land Use Plan.

Mr. Mitch Glaser, AICP
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the requested Parking Permit; this has been confirmed by your staff. Please see Pacifica's burden of proof statement provided with the application as well as the professional shared-parking analysis prepared by LLG (Pacifica's burden of proof statement and LLG's analysis are included in the staff report package for this case).

4. Your approval of the Project Parking Permit would not set an "ominous precedent."

Ms. Vernon-Marino alleges approval of the Project will result in diminished parking accommodations that are less clearly defined, warning it would "open the flood gates for other existing projects to make similar nebulous and retroactive 'reductions'..." This, in turn, would result in Marina-wide parking shortages. Again, she is wrong on the facts.

Your approval of the requested Parking Permit will ensure the proper amount of on-site parking is provided for the Project, and that it is provided in a contemporary parking field that is far better defined than the hotel's current outdated parking facilities. Your approval will result in a marked improvement to the hotel's vehicular entry sequence (which was a critical Project design feature to the DCB); will improve emergency fire vehicle access along the perimeter of the hotel building (since, as noted, unpermitted parallel parking spaces located along the promenade currently inhibit the Fire Department's ability to easily navigate that stretch of the property); and will result in a parking lot orientation that far better satisfies LDD's requirements pertaining to vehicular drive aisle orientation, circulation and ingress/egress. And, your approval of Pacifica's Parking Permit application will not set an ominous precedent. Any other Marina lessee who may wish to seek a parking reduction for their project would have to do so pursuant to the County's established procedures for same, be it a Parking Deviation or a Parking Permit, just as Pacifica has done in this case. Any such application would be reviewed, and approved or denied, by your Department on its merits.

5. Your approval of the Project Parking Permit would not be premature, in light of the forthcoming "visioning" process for Marina del Rey.

Here, Ms. Vernon-Marino alleges that approval of the "non-planned" Project would preempt the public "visioning" process for Marina del Rey that is expected to be initiated by Regional Planning staff later this year. She further asserts Project approval would result in "major depletions of the aggregate parking stock in our community...and limit the development potential (and costs thereof) for the public visioning [process]." Her assertions are false.

Contrary to Ms. Vernon-Marino's claims, the Project has been intensively planned over a number of years, long in advance of the public "visioning" process, which has yet to be initiated

Mr. Mitch Glaser, AICP
June 27, 2012
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by the County. As noted, the Board of Supervisors executed the Lease Extension Option for the Project (after having adopted the Project's Mitigated Negative Declaration) in May of last year. Prior to and since that action, Pacifica engaged in an intensive site planning exercise, which included its extensive consultations with County agency staff and intensive work with the DCB; this long planning process has culminated in the plans before you.

There is also no evidence in the record to suggest your approval of the Parking Permit application will result in a "major depletion" of the Marina's aggregate parking stock. Pacifica is requesting a modest, approximate 18 percent (64-space) reduction in the amount of parking that would be otherwise be required for the Project only under the strictest interpretation of the Code. One-half of the Project's parking reduction is owed to Pacifica's need to "clean up" the promenade by removing 32 unpermitted parallel parking spaces along the promenade (the removal of which, as noted, will both improve emergency fire vehicle access along the perimeter of the site and allow Pacifica to enhance the waterfront pedestrian promenade to its fullest extent—this was another critical Project design feature to the DCB). The remainder of the parking reduction is necessitated by reorientation of the outdated and inefficient drive aisle sequences and parking stall configurations. To ensure the Project's modest parking reduction would not result in adverse on-site or off-site parking or vehicle circulation or queuing impacts, Pacifica commissioned the services of LLG—a widely respected and broadly experienced traffic engineering firm—to analyze the worst-case parking scenario for the Project to test whether sufficient parking could be provided under the proposed plan. The results of LLG's analysis show that the Project's proposed 322 on-site parking spaces will be sufficient to adequately service the hotel and adjacent anchorage's parking needs during peak-use periods, without adverse parking impacts, either on-site or off-site.

Conclusion.

As set forth above, the allegations made against the Project by Ms. Vernon-Marino are without merit. Regional Planning staff has carefully analyzed the Parking Permit application and associated materials, has concluded Pacifica has met the burden of proof and has thus recommended your approval of the application. The Project will provide important public benefits beyond the needed renovations that will occur to the hotel facilities, including Pacifica's substantial improvements to the waterfront pedestrian promenade and its installation of a public viewing area along the promenade directly overlooking the Marina's main channel. The Project will also create needed jobs for construction workers and will generate additional revenues in the form of substantially higher ground lease rent that the County can use to fund important County social welfare programs, including mental health, child protective services and elder care.

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Mr. Mitch Glaser, AICP
June 27, 2012
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Therefore, we respectfully request that you follow the staff recommendation and approve the Project Parking Permit application.

Thank you for your consideration.

Very truly yours,



Aaron P. Clark

AC:la

Attachment

cc: Julie Moore, Deputy to Hon. Don Knabe, Supervisor, 4th District
Anita Gutierrez, DRP, Special Projects Section
Gary Jones, Deputy Director, Department of Beaches & Harbors
Adam Marquis, Pacifica Hotel Company
Daniel R. Hyde, Pacifica Hotel Company

Attachment: A

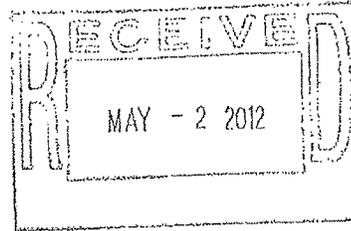
We ARE Marina del Rey

P.O. Box 9096, Marina del Rey, CA 90295

Page 1 of 2

May 1, 2012

Department of Regional Planning
Attn: Anita Gutierrez
320 West Temple Street, Room 1362
Los Angeles, CA 90012



Re: **Request for Minor Deviations in Parking Requirements**
Project No. R2012-00340-(4) - OPPOSED

Dear Ms. Gutierrez:

We ARE Marina del Rey recommends tabling the captioned project for the following reasons:

The notice for the referenced Project is incomplete and inadequate. The public has a right to know what is being contemplated before determinations are made by decision-makers. This Project should not even be considered until it has been accurately noticed, project materials are made available to the public for an appropriate review period, and the decision-maker(s) are identified along with the venue and date of final review.

The Project contemplates the removal of 70 existing parking spaces from a previously approved project. The notice fails to disclose whether these spaces will be eliminated altogether from the underlying project (*MdR Hotel renovation*), or if they are theoretically being "replaced" offsite.

The Project notice is for "deviations" (plural) but only one deviation, an 18% reduction in onsite parking, is identified in the body of the notice. What other deviations are proposed?

While the notice omits or obscures this key information, it invites questions only during hours that are inconvenient/unavailable to those with day jobs and family obligations that leave only evening or weekend hours to attend to civic issues. There is no information whatsoever about this Project on your website—not even the notice. (*My own search included a review of the complete list of all DRP projects.*) Furthermore, only written, postmarked correspondence is allowed on this matter. Since the USPS no longer universally postmarks all mail, this requires a separate trip to the post office. The lack of electronic access to information/participation is unnecessarily hostile to public participation.

Piecemeal planning is poor planning. Whether parking is eliminated outright or "relocated," this Project initiates a piecemeal implementation of the revised parking policies promulgated under the recently enacted Marina del Rey LCP Amendment (LCPA), a key policy of which is offsite/shared-parking arrangements for private-use requirements. Without a comprehensive implementation plan for this policy, there is a community interest in any impact on the aggregate number of spaces and their allocation to private and/or public needs, as well as the risk of conflicts arising from multiple sharing arrangements. This project should not be considered before such a plan is formulated or, lacking one, everyone whose interests are directly affected should have the opportunity for review, not just those within 500' of the Project.

The proposed deviation is unsubstantiated. No justification is proffered for this deviation from a permit that was accepted and agreed to by the applicant. At a minimum, the burden of proof should be on the applicant to show that the hotel renovation permit, as issued, is no longer feasible. Otherwise it gives the appearance that this Project is an undisguised gift of public resources, granted by unidentified officials, to enhance the applicant's profit margins.

The Project would set an ominous precedent. If approved as presented, parking accommodations will be diminished and less clearly defined, and it would open the floodgate for other existing and permitted projects to make similar nebulous and retroactive "reductions" to increase their own advantage, at the expense of other public and private interests. Parking shortages would ultimately ensue, either short-term or permanently, negatively impacting all Marina uses.

Alteration of community plans is premature in MdR planning process. Piecemeal implementation of non-planned projects such as this one pre-empts the Public Visioning Process for future redevelopment, decreed by the Board of Supervisors as the immediate next step following LCPA enactment. The contemplated deviation, contrary to its title, would result in major depletions of the aggregate parking stock in our community—and public access to it—and thus limit the development potential (and costs thereof) for the public visioning. Furthermore, to nibble at the public trough in this manner seriously impedes the public's right to full participation in the development decisions that matter most to a community—namely, public land use and the proportion of public/private use and rights to be granted thereon.

Conclusion/Recommendations. Public noticing of projects needs to be accurate, complete, and readily available to the public. This Project does not meet that standard. We recommend:

1. Postpone consideration of this Project pending proper noticing.
2. Postpone any consideration of parking deviations until a comprehensive parking plan for the Marina is prepared that includes identification of all anticipated shared parking arrangements with designated offsite placements; an allocation formula that is fair to all lessees (whether they plan to renovate or redevelop, or have already done so); and protection from encroachment on any parcels that are not yet co-opted by private lease options/extensions or permits, reserving those parcels for the Public Visioning Process.
3. Hold all existing permittees to the burden-of-proof standard that demonstrates the need for them to request additional concessions by the county. Discourage those in process from unnecessary revisions.

Thank you for your consideration.

Together,
We ARE Marina del Rey,


Nancy Vernon Marino
Director

Gutierrez, Anita

From: Nancy Marino [nancy@wearemdr.com]
Sent: Thursday, June 28, 2012 2:57 AM
To: Gutierrez, Anita
Cc: David Carini; Helga Gendell; info@wearemdr.com
Subject: MdR Hotel parking reduction request (Re: 5479WS-3174 - aka Project No. R2012-00340-(4))
Attachments: WAMDR to DRP re MdR Hotel parking deviations notice 2012-05-01.pdf; ATT94945.htm; WAMDR to SCHC - Motion re retroactive deviations 2012-05-09 AMENDED 2012-06-21.pdf; ATT94946.htm

Ms Gutierrez:

To date, the referenced project materials are still not, as you asserted on June 19, on the weblink you forwarded to me (copied below). There were only two items posted at that time (which is why I sent my request for the materials from the webpage to begin with):

- "Hearing Notice": an anonymous notice for a July 3 public hearing
- "Factual": an unsigned, undated form for Project No. R2012-02340-(4) and Parking Permit No. 201200004, with skeleton information about only the parking reduction component of this project deviation

Last Thursday, June 21, I noted a third posting:

- "Memo to Hearing Officer (dated 6/21/2012)": an aviso from the Section Head, Special Projects that distribution of the hearing materials had been delayed.

QUESTIONS:

- 1) Why does the DRP persist in presenting this issue as exclusively a parking permit issue? Clearly, these 64 parking spaces have been re-envisioned in an alternate plan, and the need for that plan is the crux of the issue (because any project can be revised to make it "better" in somebody's opinion). To exclude this aspect from the "parking reduction request" is piecemealing carried to a ludicrous extreme. In truth, this is a request to allow a revision to the project.
- 2) Are "hearing materials" and "project materials" synonymous, or are new materials being prepared by or for Mr. Dea to supplement the existing, inadequate record? Does this latest posting mean that the hearing will be pushed back to provide adequate time for review of the still-figmentary materials?
- 3) Why is the "Hearing Notice" for July 3 anonymous (i.e, lacking the customary departmental seal)? The lack of responsible authority, as evidenced by an official seal or letterhead, obviates the fact that this is a DRP matter (it is presumptive only, from the contact info); and also fails to provide a context for case number references as well as for the Los Angeles County Hearing Officer. Also, why is the notice missing the suffix "-(04)" that appears on the project's webpage? It makes this notice highly suspect, whether or not it is technically deficient.
- 4) Why is the original notice from April not posted on this webpage, since it is undeniably part of the project materials? Although the April notice requested an 18% reduction in the number of parking spaces and did not purpose a hearing, while the posted "Hearing Notice" requests a numerical reduction from 386 to 322 spaces and sets a hearing date, these differences do not alter the facts that the public record began with the April notice and includes the public response thereto, and that the "Hearing Notice" is merely a subsequent step in the processing of the request.
- 5) When was the "Factual" document prepared (or accepted by DRP), and by whom? It is an unsigned, undated single-page form that appears to provide a basis for the "Hearing Notice," but the facts therein seem twisted and/or irrelevant. Has the Lease on Parcels 42 and 43 been re-assigned to David Hyde, or is he merely acting on behalf the Lessee, i.e, the permit holder, which is the only possible Applicant? (In which case, Mr. Hyde should be clearly identified as the Applicant's Representative, not as named Applicant) Which party is Aaron Clark representing, the Applicant or the County of LA? Is the MND referenced in the Environmental box the one submitted for the original project (as in the Hearing

Notice), or has an MND been prepared on the revised plan? (The original MND would be nothing more than a red herring on this application.)

6) Did the DRP accept the application/request for reduced parking, and issue notices to the public, without the concomitant plans for the alternate design that utilizes these parking spaces for something else? If a plan was submitted with the application, as seems appropriate, then the department has deliberately withheld project materials from the public. If it does not have the plan, then this request is for a "blind" giveaway of public resources, which would mean departmental incompetence (or worse) has cost everyone a lot of time and money--and the wasted taxpayer funds should be refunded to the county out of the salary of whoever tasked you with this in the first place.

REQUEST:

Please advise when we may expect the project materials will be posted on the webpage. In addition to the original April notice mentioned above, PLEASE INCLUDE THE TWO ITEMS ATTACHED TO THIS EMAIL IN THE PROJECT MATERIALS TO BE POSTED:

* **WAMDR's letter of 5/1/2012 in response to the original April notice on this project (along with any other public record in response to that notice)**

* **Our formal request of 5/9/2012 to the MdR Small Craft Harbor Commission to agendize a policy recommendation to the Board of Supervisors regarding the retroactive giveaway of public resources, which is the key issue pertaining to this parking reduction request. (The SCHC referred the matter to county officials; we have received no response to date, although a formal response was requested at the hearing)**

My personal comments:

There is a chronic lack of disclosure in this case that is hiding the fact that Someone is trying to do Something contrary to an existing agreement, and it is very likely detrimental to the public interest. I am weary of paying public salaries so that you and others can pursue scams like this. Your energies should instead be devoted to making the arrangements for a bona-fide public visioning for Marina redevelopment, decreed by the Board of Supervisors as the next step after the LCP Amendment. It is only too obvious that the promised public visioning has, once again, been subordinated to private interests, as exemplified by this parking reduction request. It makes me wonder what other giveaways of our public resources are lurking--or have already been transacted--behind closed doors?

Is there no promise to the people of Los Angeles County that our "public servants" are NOT willing to break?

Together,
We ARE Marina del Rey
Nancy Vernon Marino
Co-Director

May 1, 2012

Department of Regional Planning
Attn: Anita Gutierrez
320 West Temple Street, Room 1362
Los Angeles, CA 90012

Re: **Request for Minor Deviations in Parking Requirements**
Project No. R2012-00340-(4) - OPPOSED

Dear Ms. Gutierrez:

We ARE Marina del Rey recommends tabling the captioned project for the following reasons:

The notice for the referenced Project is incomplete and inadequate. The public has a right to know what is being contemplated before determinations are made by decision-makers. This Project should not even be considered until it has been accurately noticed, project materials are made available to the public for an appropriate review period, and the decision-maker(s) are identified along with the venue and date of final review.

The Project contemplates the removal of 70 existing parking spaces from a previously approved project. The notice fails to disclose whether these spaces will be eliminated altogether from the underlying project (*MdR Hotel renovation*), or if they are theoretically being “replaced” offsite.

The Project notice is for “deviations” (plural) but only one deviation, an 18% reduction in onsite parking, is identified in the body of the notice. What other deviations are proposed?

While the notice omits or obscures this key information, it invites questions only during hours that are inconvenient/unavailable to those with day jobs and family obligations that leave only evening or weekend hours to attend to civic issues. There is no information whatsoever about this Project on your website—not even the notice. (*My own search included a review of the complete list of all DRP projects.*) Furthermore, only written, postmarked correspondence is allowed on this matter. Since the USPS no longer universally postmarks all mail, this requires a separate trip to the post office. The lack of electronic access to information/participation is unnecessarily hostile to public participation.

Piecemeal planning is poor planning. Whether parking is eliminated outright or “relocated,” this Project initiates a piecemeal implementation of the revised parking policies promulgated under the recently enacted Marina del Rey LCP Amendment (LCPA), a key policy of which is offsite/shared-parking arrangements for private-use requirements. Without a comprehensive implementation plan for this policy, there is a community interest in any impact on the aggregate number of spaces and their allocation to private and/or public needs, as well as the risk of conflicts arising from multiple sharing arrangements. This project should not be considered before such a plan is formulated or, lacking one, everyone whose interests are directly affected should have the opportunity for review, not just those within 500’ of the Project.

The proposed deviation is unsubstantiated. No justification is proffered for this deviation from a permit that was accepted and agreed to by the applicant. At a minimum, the burden of proof should be on the applicant to show that the hotel renovation permit, as issued, is no longer feasible. Otherwise it gives the appearance that this Project is an undisguised gift of public resources, granted by unidentified officials, to enhance the applicant's profit margins.

The Project would set an ominous precedent. If approved as presented, parking accommodations will be diminished and less clearly defined, and it would open the floodgate for other existing and permitted projects to make similar nebulous and retroactive "reductions" to increase their own advantage, at the expense of other public and private interests. Parking shortages would ultimately ensue, either short-term or permanently, negatively impacting all Marina uses.

Alteration of community plans is premature in MdR planning process. Piecemeal implementation of non-planned projects such as this one pre-empts the Public Visioning Process for future redevelopment, decreed by the Board of Supervisors as the immediate next step following LCPA enactment. The contemplated deviation, contrary to its title, would result in major depletions of the aggregate parking stock in our community—and public access to it—and thus limit the development potential (and costs thereof) for the public visioning. Furthermore, to nibble at the public trough in this manner seriously impedes the public's right to full participation in the development decisions that matter most to a community—namely, public land use and the proportion of public/private use and rights to be granted thereon.

Conclusion/Recommendations. Public noticing of projects needs to be accurate, complete, and readily available to the public. This Project does not meet that standard. We recommend:

1. Postpone consideration of this Project pending proper noticing.
2. Postpone any consideration of parking deviations until a comprehensive parking plan for the Marina is prepared that includes identification of all anticipated shared parking arrangements with designated offsite placements; an allocation formula that is fair to all lessees (whether they plan to renovate or redevelop, or have already done so); and protection from encroachment on any parcels that are not yet co-opted by private lease options/extensions or permits, reserving those parcels for the Public Visioning Process.
3. Hold all existing permittees to the burden-of-proof standard that demonstrates the need for them to request additional concessions by the county. Discourage those in process from unnecessary revisions.

Thank you for your consideration.

Together,
We ARE Marina del Rey,

Nancy Vernon Marino
Director

May 9, 2012

Marina del Rey Small Craft Harbor Commission
(hand-delivered at SCHC meeting 5/9/2012)

Honorable Commissioners:

We respectfully request the following item be placed on your June 2012 meeting agenda:

“Motion: that the SCHC make the following recommendations to the Los Angeles County Board of Supervisors regarding all development permits and project approvals for parcels in the unincorporated jurisdiction of Marina del Rey:

1) direct the Dept. of Regional Planning to reject all requests for modifications to existing permits or project approvals that provide additional benefit of public resources to a private-use applicant, unless the applicant meets the burden of proof that the existing permit or proposed project is no longer feasible. “Benefit of public resources” includes (but is not limited to): land use changes or variations, including offsite shifts; rent credits or abatements; tax credits or abatements; and reductions, abatements or substitutions to project mitigations;

2) require Regional Planning Commission/Board of Supervisors review of all requests for modifications that can meet the foregoing burden of proof, including assessment of the modification’s impacts on anticipated revenues from Marina del Rey, other public costs to the County of Los Angeles, and additional public costs including loss recreational development potential;

3) direct Regional Planning/Beaches & Harbors departments to prepare an implementation plan for the offsite/shared parking policies adopted in the recently-enacted LCP Amendment before any offsite or shared parking requests are granted. The plan should include a cap on the aggregate number of private-use parking spaces that may be moved offsite; a maximum percentage and maximum number of off-site and/or shared parking allowed for any single project; a mechanism to prevent the “piggy-backing” onto a single space of offsite/shared parking use by multiple projects; require applicants to specify the location and the spaces for any offsite parking proposals; and establish a master schematic to show cumulative and proposed offsite/shared parking, to be updated upon each application for offsite and/or shared parking use.”

Thank you for your consideration.

Together,
We ARE Marina del Rey

Nancy Vernon Marino
Director

Gutierrez, Anita

From: douglaspfay@aol.com
Sent: Wednesday, June 27, 2012 9:34 PM
To: Gutierrez, Anita
Cc: nancy@wearemdr.com
Subject: Reference: R2012-00340, RPKP 201200004 (OPPOSE) July 3rd: Public hearing on MdR Hotel parking deviance

Dear Anita Gutierrez,

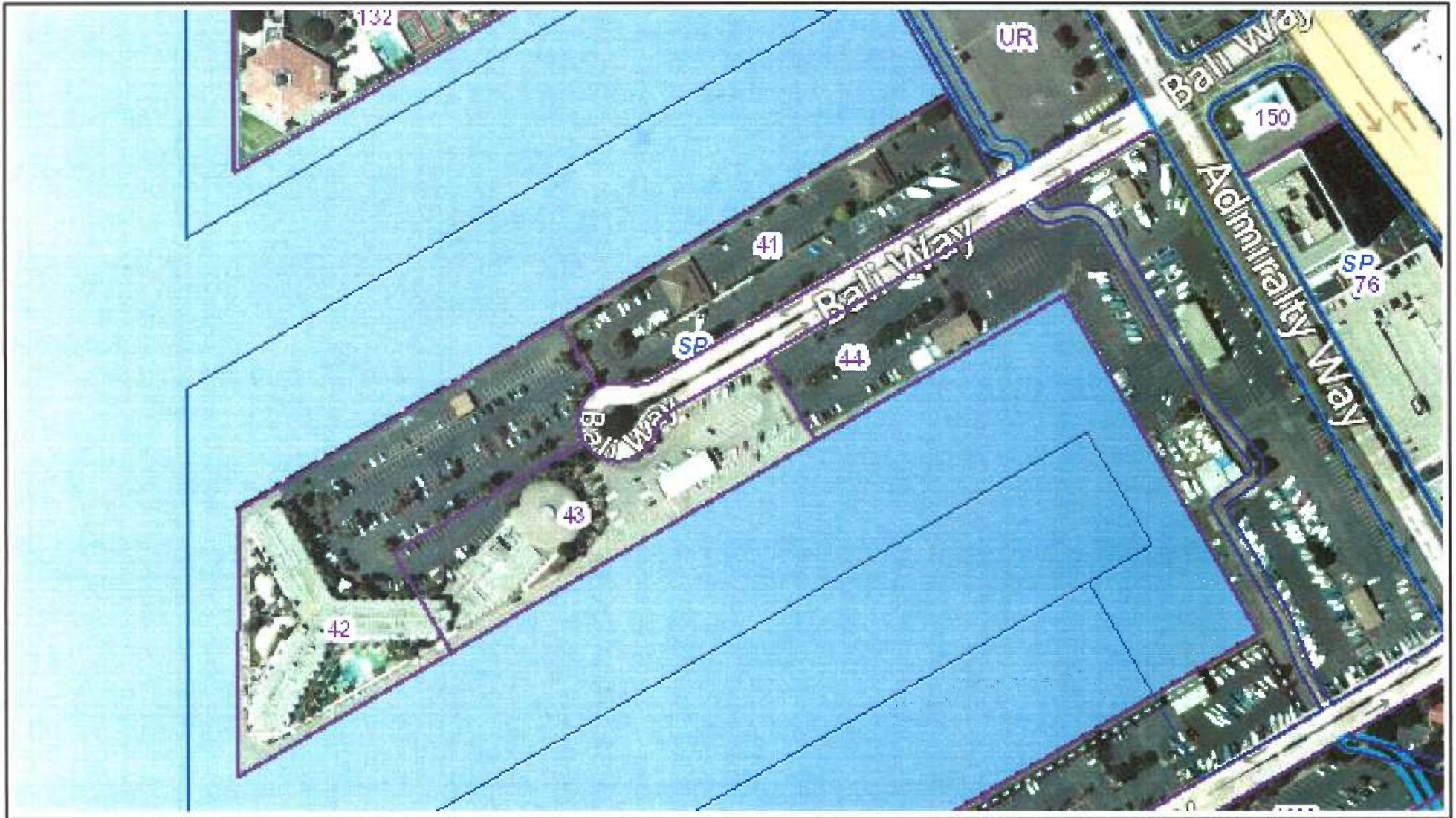
The deviance requested to illiminate 64 parking spaces is not acceptable for many reasons. There is no valid reason to reduce an already limited resource and no way to mitigate the proposed significant loss.

RECOMMENDATION: that the Hearing Officer deny this request, without compromise.

Due to a conflcting work schedule I will be unable to attend this important hearing.

Respectfully submitted,

Douglas Fay
644 Ashland Ave Apt A
Santa Monica, CA 90405
email: douglaspfay@aol.com



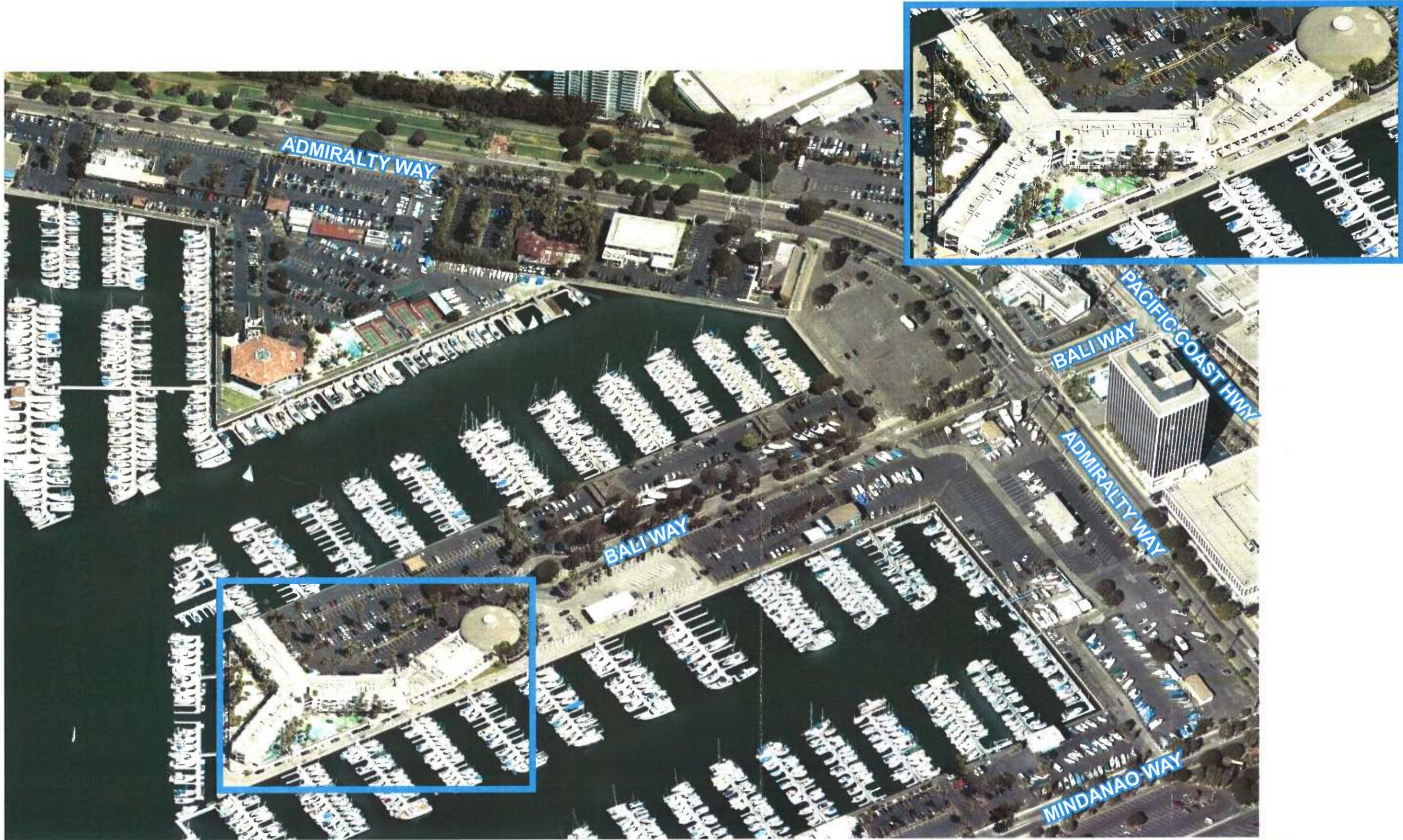
Department of Regional Planning

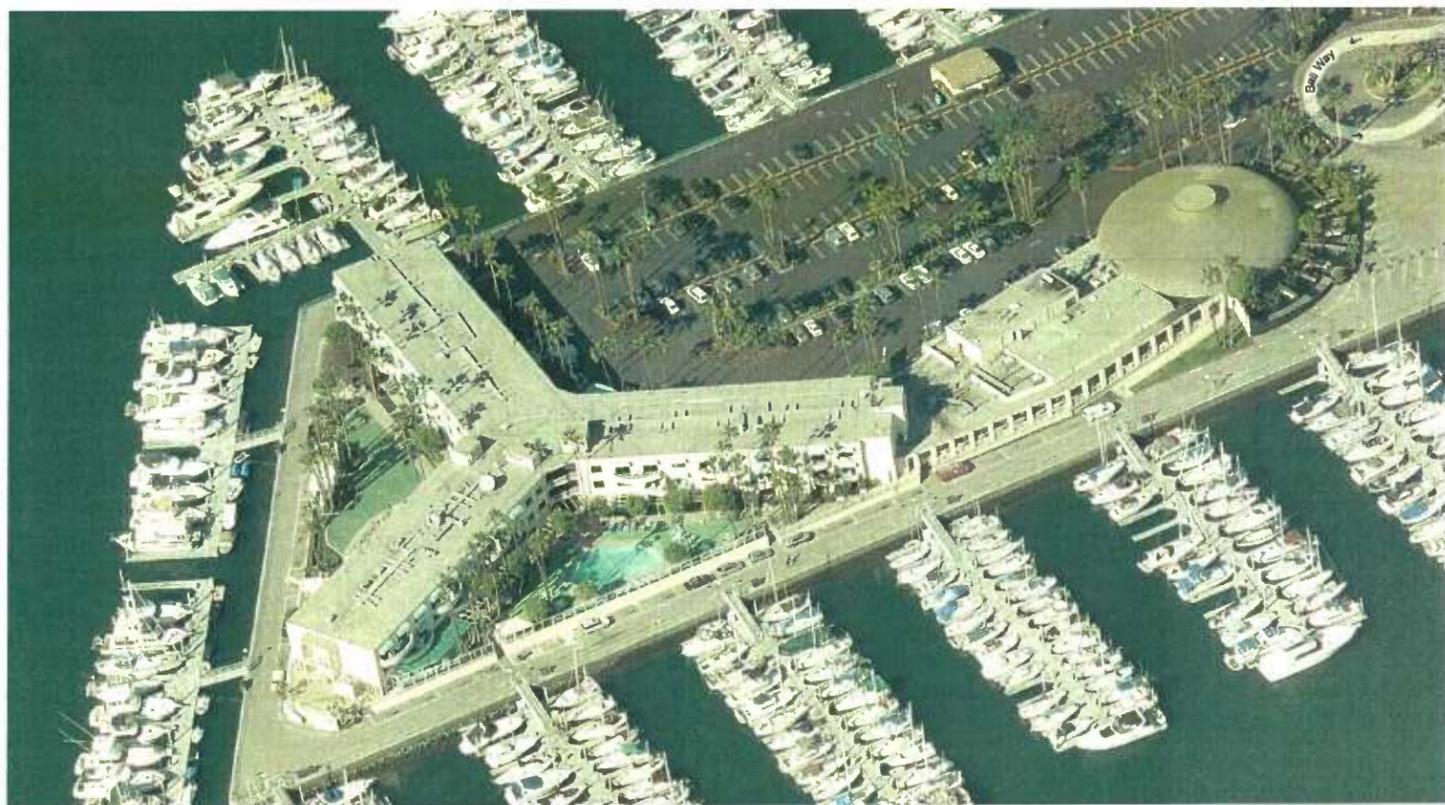


Printed: Jun 28, 2012

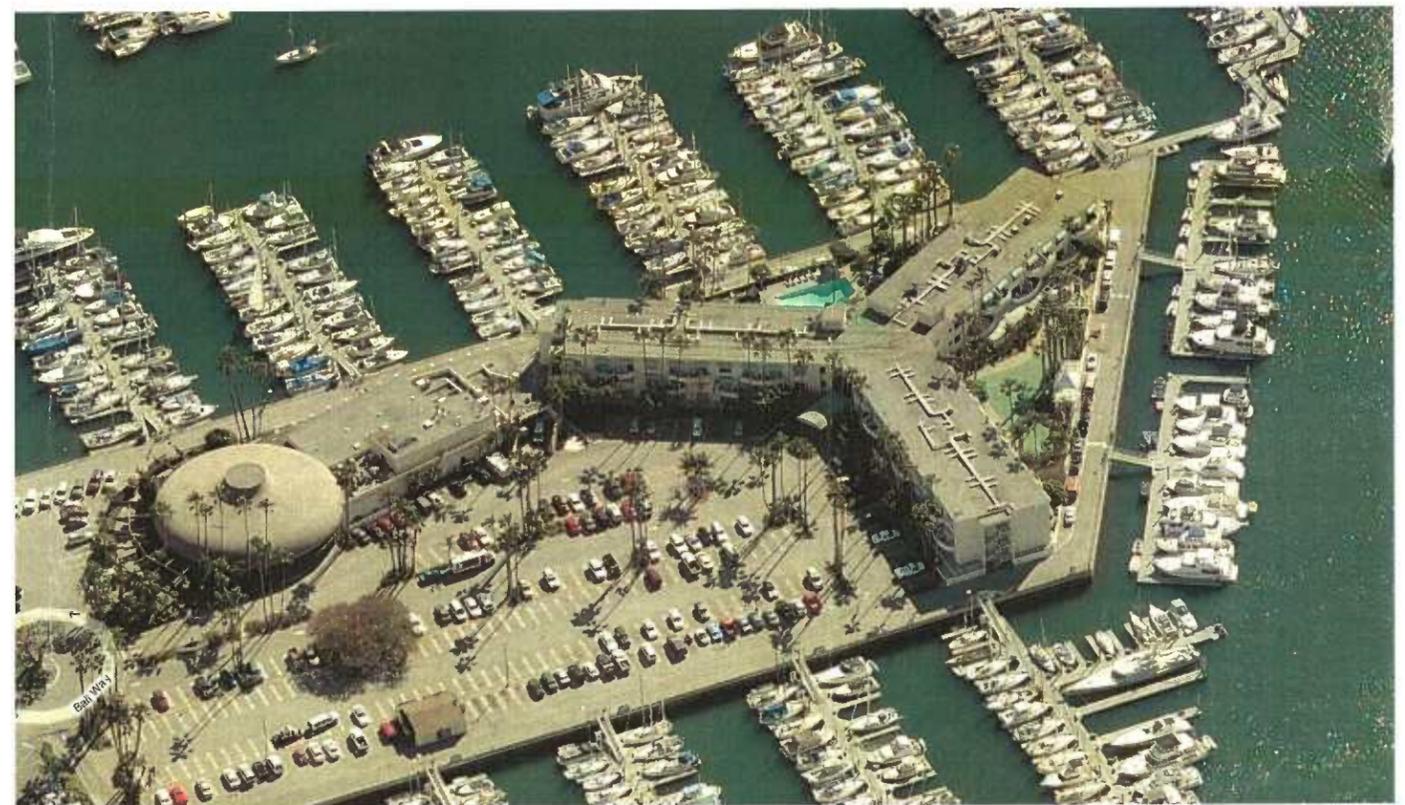
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 Note: This map represents a quick representation of spatial imagery or vector layers using GIS-NET3. The map should be interpreted in accordance with the GIS-NET3 disclaimer statement.
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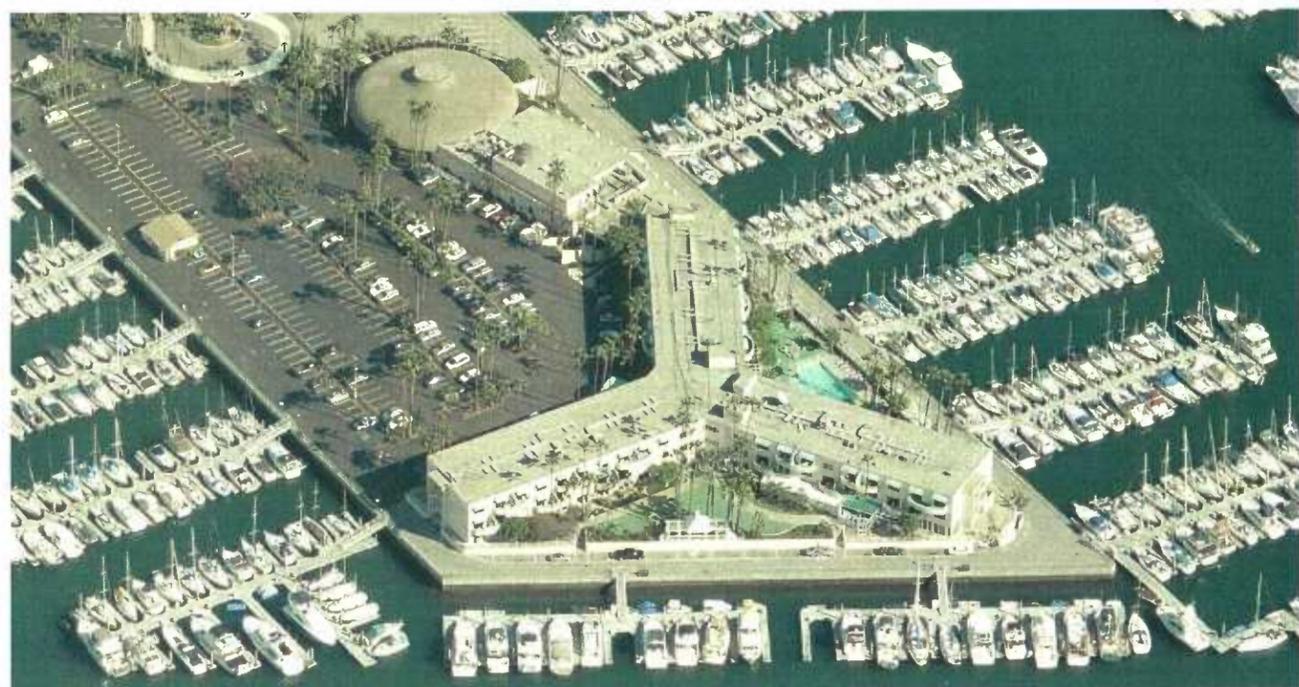




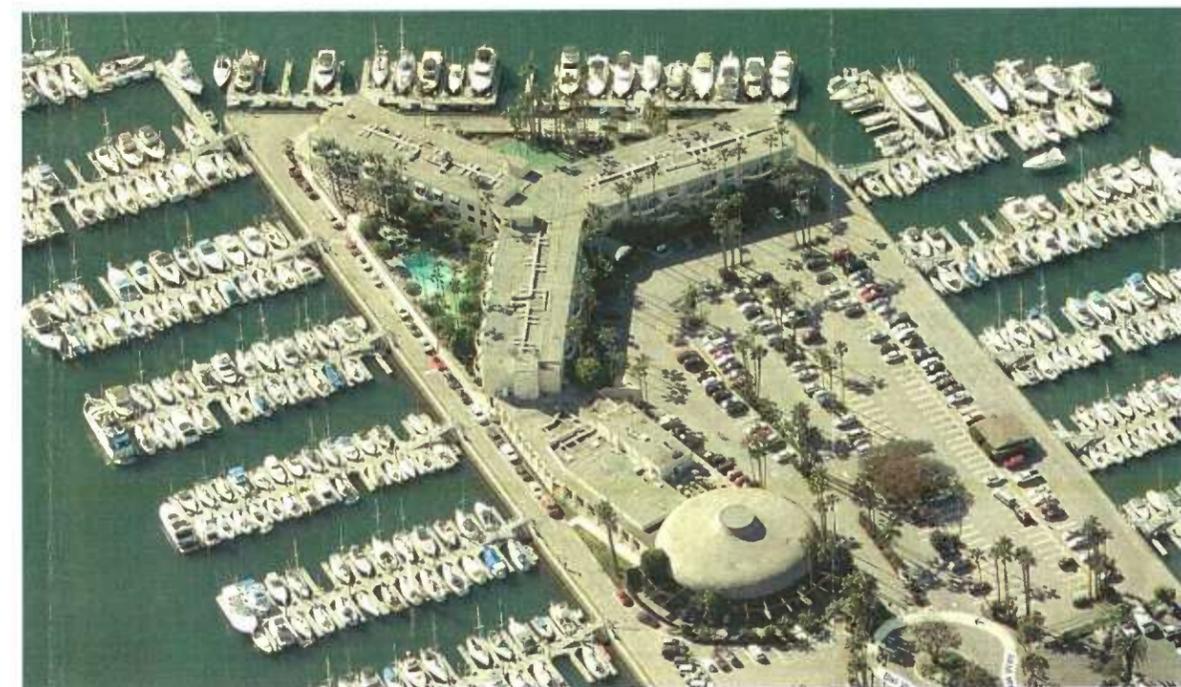
North



South

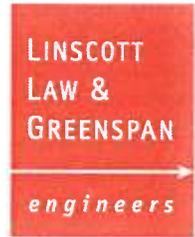


West



East

Aerial Views



January 13, 2012

Mr. Tom Hogan
Pacific Marina Development, Inc.
3416 Via Lido, Suite G
Newport Beach, California 92663

LLG Reference: 2.062767.1

Subject: **Shared Parking Analysis (update)**
Marina Del Rey Hotel and Marina
Marina Del Rey, Los Angeles County, California

Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law & Greenspan, Engineers
1580 Corporate Drive
Suite 122
Costa Mesa, CA 92626
714.641.1587 T
714.641.0139 F
www.llgengineers.com

Pasadena
Costa Mesa
San Diego
Las Vegas

Dear Mr. Hogan:

As you know, Linscott, Law & Greenspan, Engineers (LLG) has made a series of preliminary parking calculations related to the revitalization of the Marina Del Rey Hotel, and the adjoining marina. This letter presents our parking study approach, and also presents an update of those analyses based on the current program description (as of December 5, 2011) for both the hotel and marina, including anticipated modifications to site parking as illustrated in the most recent site plan.

SUMMARY OF FINDINGS

From the following discussion and analysis, we conclude that:

- The hotel plan represents a remodel of the existing facilities with a minor increase in room count, and minor adjustments to the bar/restaurant as well as banquet/meeting space. Additionally, a small spa with an expected 50% guest orientation is a part of the hotel remodeling plan.
- The marina plan represents a reduction in slips to a new total of 277. A recent ALTA survey puts the existing slip count at 343.
- Parking provisions of the site now total 380 spaces. County Planning Department requirements for a pedestrian promenade will remove 33 spaces along the site’s adjacent seawall. This adjustment is in combination with hotel site plan modifications will result in a future parking supply of 322 spaces.
- The direct application of approved LCP and County code parking ratios would require 220 spaces for the hotel, and 166 for the marina, for a combined requirement of 386 spaces. When measured against a supply of 322 spaces, a shortfall of 64 spaces is indicated.

Philip M. Linscott, PE (1924-2006)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
John P. Keating, PE
David S. Shender, PE
John A. Boerman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE

- Given the nature of the combined setting of the hotel and the marina, and the “parking overlap” related to hotel room guest usage of other hotel facilities, LLG recommends the application of the ULI Shared Parking methodology for determining the realistic “design level” parking provisions of the site. The published methodology by ULI, when combined with LLG’s own marina field survey data, has resulted in a shared parking “model” for application to the site.
- Using the ULI approach, and integrating the approved LCP marina parking ratio of 0.60 spaces/slip, a peak season “design level” peak demand of 320 spaces is forecast for weekend days (Saturday) at 3 PM. Based on a supply of 322 spaces, this would result in a 2-space surplus at the peak. (See Column 7 of the attached Table 2.) Weekday (Friday) demands are projected to be less, with a surplus of 63 spaces at the 1 PM peak (see the attached Table 1).

PROJECT DESCRIPTION

The project site is an existing hotel and marina located at the westerly terminus of Bali Way (13534 Bali Way). The existing hotel buildings will essentially remain in tact and be remodeled by Pacifica Hotel Company to include 160 guest rooms (a slight increase to the existing total of 157 rooms), hotel bar and restaurant space totaling 86 seats, banquet/meeting space totaling 4,034 sf (with 70% of its utilization projected to be by hotel room guests), and a spa of 1,800 sf providing 4 to 5 treatment rooms (with 50% of its utilization by hotel guests). Attachment 1 of this letter presents the proposed hotel program as well as a code calculation as prepared by Architectural Group International.

Additionally, the marina will be reconfigured and upgraded by Pacific Marina Development to provide 277 slips. This slip total represents a reduction from an existing 343 slips (per an ALTA/ACSM Land Title survey dated 7/12/05). We understand that the reduction in the total number of slips is largely attributable to the application of current standards for marina development.

From the referenced ALTA/ACSM survey, the existing parking supply of the site totals 380 spaces. The hotel revitalization site plan (Attachment 2 of this letter) will reconfigure some on-site parking in the surface parking area that is most proximate to the hotel buildings. Additionally, County Planning Department requirements for a pedestrian promenade will remove 33 parking spaces along the site’s adjacent seawall. These modifications will result in an on-site supply of 322 parking spaces.

CODE PARKING REQUIREMENTS

Parking analyses for projects like that considered here traditionally begin with a code calculation. It is noted that code calculations very often overstate the real parking needs of a full service hotel because they do not typically account for the overlap in

usage of various hotel elements by room guests, who in addition to having a guest room, also typically make use of food service, banquet/meeting, and spa space. Those considerations are investigated in a Shared Parking analysis presented later in this letter report.

Attachment 1 of this letter presents a hotel code parking calculation prepared by Architectural Group International (AGI), who are the architects for the hotel remodel itself. Review of the attachment indicates that key program elements, as interpreted and summarized by AGI, are all considered using applicable County codes, as presented in the summary. Looking to the bottom of the attachment, a code requirement of 220 spaces is indicated.

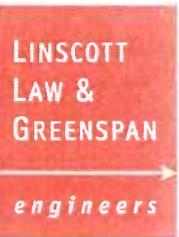
For the marina, recent Local Coastal Plan (LCP) approvals specify a parking ratio of 0.60 spaces/slip. On that basis, the LCP would require 166 spaces based on the proposed 277 slips. Taken together with the architect's hotel code calculation results in a site-wide requirement of 386 spaces. Compared to the planned 322-space parking provision, a 64-space shortfall is indicated.

SHARED PARKING RATIONALE AND BASIS

Accumulated experience in parking demand characteristics indicates that a mixing of land use (in this case the different elements of a hotel in a combined setting with a marina) results in an overall parking need that is less, and often much less, than the sum of the individual peak (code) requirements for each land use of the plan, when each of those uses is otherwise treated as a freestanding development. Shared Parking calculations recognize that these different uses often experience their individual peak parking demands at different times of day, or days of the week. When uses share a common parking footprint, the total number of spaces needed to support the collective whole is determined by adding parking profiles (by time of day or day of week), rather than individual peak ratios as typically represented in the LCP or the County's Zoning Ordinance. There is an important common element between the traditional "code" and the Shared Parking calculation methodologies; the peak parking ratios, or "highpoint" of the parking profile for each land use, often equals the "code" parking ratio for that use.

This parking overlap is especially true for hotel projects, where room guests will often visit multiple elements of the hotel during their stay. Once parking is provided for their basic stay (typically in a "space/room" calculation), their ("on-foot") visits to other elements of the hotel do not require additional parking spaces. Conversely for those other-than-guest-room elements, since some portion of their demand comes from room guests, their parking needs are tied to only the "outside" use of those facilities by non-room guests, also sometimes referred to as visitors/day-use guests.

The analytical procedures in a Shared Parking Analysis are well documented in the Shared Parking publication (Second Edition, 2005) by the Urban Land Institute (ULI). ULI does not provide parking profiles for marina uses. Therefore, data from LLG's files



have been utilized for that component, creating a parking spreadsheet, or “model” to evaluate the subject hotel and marina plan. Both the ULI and the site-specific Shared Parking procedures utilize peak parking ratios and hourly parking accumulations developed from field studies of single developments in freestanding settings where travel by private auto is at its maximum. These characteristics permit the means for calculating peak parking needs when land use types are combined. Even with the Shared Parking approach, at other than peak parking demand times, fewer than the peak number of spaces will be needed, and a body of excess spaces will result.

MARINA DEL REY HOTEL AND MARINA PARKING MODEL

The ULI Shared Parking approach as presented in the Second Edition of that document makes a number of refinements over the prior (First Edition) publication. New to the approach is a more explicit treatment of employees (as part of the baseline “per room” parking ratio) for various types of land use components, including guest rooms at a hotel. This ULI- Second Edition approach has formed the basis of a Parking Model for the subject site.

Reflected in that approach, with adjustments integrated by LLG for this application, are the following:

- Baseline hotel parking demand (spaces/room) is taken at a much higher value than indicated within the County code. For weekdays, the room-based ratio is 1.15 spaces/room, which includes a hotel employee element of 0.25 spaces/room. For weekends, the ULI baseline ratio is 1.18 spaces/room, which include an employee component of 0.18 spaces/room. It will be noted from Attachment 1 of this letter that the code calculation for the hotel includes an element for the administrative office areas of the hotel (“office area”). By using an employee-based parking calculation for guest rooms, the ULI approach also accounts for these administrative office parking needs.
- Hotel bar and restaurant uses are typically evaluated by ULI procedures using a ratio of 10 spaces/1,000 sf. A sensitivity analysis of the hotel plan indicated that the County ratio of 1 space/3 seats would yield a greater requirement, and so the County ratio was applied to the ULI time-of-day profile has been used. Further, an overlap factor of 50 % (meaning that 50% of hotel bar/restaurant patrons are also staying in the hotel) has been integrated.
- The ULI procedures specify that the equivalent of the first 20 sf/guest room of meeting/banquet space is already accounted for by the basic guest room parking ratio identified above. Meeting/banquet space in excess of this equivalent, but less than 50 sf/guest room, is parked at 30 spaces/1,000 sf. For the remodeled hotel, 834 sf of this component is subject to this calculation.
- The ULI methodology does not include a spa component. It has been accounted for in this analysis using the code requirement of 12 spaces (1 space per 150 sf),

the expected overlap of 50% internal guest usage, and the time-of-day profile applied to the guest element of hotel room parking demand.

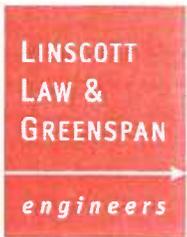
- The ULI procedures do not include marina parking ratio recommendations or profiles. On that basis, data from LLG files was used to develop time-of-day marina parking profiles for both the summer weekday and weekend day condition. These values come from a 20-day summer survey of two marinas in Dana Point, California plus other focused survey data from multiple study sites. Those field studies also suggested a “design level” parking ratio on the order of approximately 0.6 spaces/slip. This value is consistent with that in the California Department of Boating and Waterways (“Cal Boating”) publication Layout and Design Guidelines for Marina Berthing Facilities as well as the LCP. It is also echoed by several field studies in LLG’s files and we conclude it to be an appropriate design basis for determining the real parking needs of the marina. In addition to the Dana Point data, a January through December 2000 field study of the 463 slip Cabrillo Isle Marina in San Diego resulted in a peak ratio of 0.57 spaces per slip. A similar 2008 study of the 579 slip Ventura Isle Marina indicated a peak demand ratio of 0.44 spaces per slip, with that peak corresponding to the July 4th Holiday. A Newport Beach study (at a 220 slip marina) including the Labor Day weekend of 2009 put actual demand at 0.40 spaces per slip. All of this data supports the LCP-required ratio of 0.60 spaces/slip used in this study.

PARKING MODEL APPLICATION: “Design Day” Operating Condition

The attached Tables 1 and 2 present the shared parking calculation model results for the site modifications as proposed. Table 1 refers to the weekday (typically Friday) condition, and Table 2 refers to the weekend (Saturday) condition. As will be discussed below, the weekend day results (Table 2) indicate the greatest parking demand levels, and therefore govern. The calculations summarized in these tables are supported by Appendix Tables A-1 through A-10.

The presentation format of Tables 1 and 2 is identical, and includes the following elements:

- The extreme left margin of the table indicates time-of-day. As shown, a demand value is derived for the top of every hour, starting at 6 AM, and continuing through midnight.
- Columns with number headings 1 through 5 derive hotel parking demand using LLG forecasts for the spa as well as the three parameters called out by ULI: room count, hotel bar/restaurant, and banquet/meeting space. The number of rooms, seats or square footage is shown near the top of each column, as is the basic peak parking requirement for each use (prior to applying the time-of-day profile). Column 5 sums the demand profiles for all four hotel components. As shown in Table 1, with time-of-day profiles applied, the weekday peak for the



hotel is projected as 185 spaces at 9 PM. The hotel-only weekend peak is also at 9 PM with a demand of 208 spaces. Both of these values are bolded and highlighted. It is worth noting that the 229-space “raw” demand total, without application of the time-of-day profiles, that appears at the top of Table 1, Column 5, actually exceeds the architect’s code calculation for the hotel, as does the 234-space “raw” demand total at the top of Column 5 in Table 2. These values confirm the conservancy (versus “code”) of the starting point for the Shared Parking calculation.

- Column 6 calculates the parking needs for the marina based on the approved LCP ratio of 0.60 spaces/slip.
- Column 7 calculates total site-wide demand, by time-of-day, for the hotel and marina combined.
- Column 8 compares the shared parking demand values to the anticipated parking supply of 322 spaces.

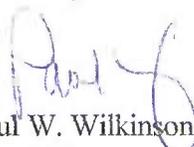
Focusing to Table 2 (since the weekend demand projections exceed those of the weekday), the combined site demand will peak at 320 spaces (Column 7, 3 PM). This is interpreted to be a “design level” parking supply needed in the peak season. Tracking this though to Column 8, this would result in a 2-space surplus at the peak based on the 322 space supply, indicating a site-wide parking balance at peak operating times.

The Table 1 values consistently indicate lower demand values, and greater surpluses, than those illustrated in Table 2. Among all the scenarios, the minimum surplus on a weekday is forecast at 63 spaces.

We appreciate the opportunity to provide this updated parking evaluation for the combined remodeled hotel and upgraded/reconfigured marina project. Please call us if you have any questions.

Sincerely,

Linscott, Law & Greenspan, Engineers


Paul W. Wilkinson, PE
Principal
California Registration: TR1118

Attachments

TABLE 1
WEEKDAY (FRIDAY) SHARED PARKING ANALYSIS [1]
Marina Del Rey Hotel and Marina
Using Straight ULI as Basis for Hotel and 0.60 spaces per slip for Marina

Land Use	(1) Marina Del Rey Hotel	(2) Hotel Bar / Restaurant	(3) Banquet / Meeting	(4) Spa	(5) Hotel Total	(6) Marina	(7) Hotel and Marina Shared Parking Demand	(8) Shared Parking Demand Versus Supply Summary
Size	160 Rooms	86 Seats	4,034 SF Total/ 834 SF Calc Basis	1,800 SF		277 Slips		Spaces [9]
Pkg Rate	See Note [2]	See Note [3]	See Note [2]	See Note [4]		0.60 sp / Slip [5]	Using 0.60	
Rq'd Spaces	Spaces 184	Spaces 14	Spaces 25	Spaces 6	Spaces 229	Spaces 166	Spaces/Slip	Using 0.60
Adjustments	---	w/ 50% non-guest	---	w/ 50% non-guest	---	--	--	Spaces/Slip
Time of Day	Hourly Parking Demand [6]	Hourly Parking Demand [6]	Hourly Parking Demand [6]	Hourly Parking Demand [6]	Hotel Shared Parking Demand	Hourly Parking Demand [6]	Hourly Parking Demand	Surplus/Deficiency (+/-)
5:00 AM	139	0	0	6 [7]	145	58	203	119
7:00 AM	149	1	0	6 [7]	156	58	214	108
8:00 AM	166 [7]	4	8	5	183	58	241	81
9:00 AM	151	1	15	5	172	58	230	92
10:00 AM	141	1	15	4	161	58	219	103
11:00 AM	141	1	15	4	161	75	236	86
12:00 PM	134	14 [7]	16	4	168	83	251	71
1:00 PM	134	14 [7]	16	4	168	91 [7]	259 [7]	63 [8]
2:00 PM	141	5	16	4	166	91 [7]	257	65
3:00 PM	141	1	16	4	162	91 [7]	253	69
4:00 PM	144	1	16	5	166	91 [7]	257	65
5:00 PM	143	4	25 [7]	5	177	83	260	62
6:00 PM	138	8	25 [7]	5	176	83	259	63
7:00 PM	130	8	25 [7]	5	168	66	234	88
8:00 PM	138	10	25 [7]	5	178	66	244	78
9:00 PM	145	9	25 [7]	6 [7]	185 [7]	66	251	71
10:00 PM	145	8	13	6 [7]	172	66	238	84
11:00 PM	148	6	13	6 [7]	173	66	239	83
12:00 AM	146	4	0	6 [7]	156	66	222	100

Notes:

- [1] Based on weekday hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition* and hourly parking accumulation percentages from summer surveys on 20 days by LLG at two marinas in Dana Point, California, as well as other marina study data.
- [2] Required spaces calculated using ULI ratios.
- [3] As a conservative approach, calculation uses County Code of 1 space/3 seats instead of ULI ratio of 10 spaces/1,000 SF.
- [4] ULI does not provide a parking ratio or profile. As a conservative approach, calculation uses County Code of 1 space/150 SF and the ULI hotel guest time-of-day profile.
- [5] Parking rate for Marina is based on 0.60 spaces per slip per LCP and California Department of Boating and Waterways (Cal Boating).
- [6] See Appendix A-1 through A-5.2 for details on the shared parking calculations for each project component.
- [7] Bold/Shaded values denote maximum value for that column.
- [8] Bold/Shaded value denotes maximum site wide parking surplus (or maximum deficiency).
- [9] Proposed site plan results in 322 spaces based on adjustments to the surface lot as well as elimination of parking spaces along the seawalk to create a pedestrian promenade.

TABLE 2
WEEKEND (SATURDAY) SHARED PARKING ANALYSIS [1]
Marina Del Rey Hotel and Marina
Using Straight ULI as Basis for Hotel and 0.60 spaces per slip for Marina

Land Use	(1) Marina Del Rey Hotel	(2) Hotel Bar / Restaurant	(3) Banquet / Meeting	(4) Spa	(5) Hotel Total	(6) Marina Per Cal Boating Ratio	(7) Hotel and Marina Shared Parking Demand	(8) Shared Parking Demand Versus Supply Summary
Size	160 Rooms	86 Seats	4,034 SF Total/ 834 SF Calc Basis	1,800 SF		277 Slips		Spaces [9]
Pkg Rate	See Note [2]	See Note [3]	See Note [2]	See Note [4]		0.60 sp / Slip[5]	Using 0.60	(11)
Rq'd Spaces	Spaces 189	Spaces 14	Spaces 25	Spaces 6	Spaces 234	Spaces 166	Spaces/Slip	Using 0.60
Adjustments	---	w/ 50% non-guest	---	w/ 50% non-guest	---	--	--	Spaces/Slip
Time of Day	Hourly Parking Demand [6]	Hourly Parking Demand [6]	Hourly Parking Demand [6]	Hourly Parking Demand [6]	Hotel Shared Parking Demand	Hourly Parking Demand [6]	Hourly Parking Demand	Surplus/Deficiency (+/-)
6:00 AM	153	0	0	6 [7]	159	83	242	80
7:00 AM	161	1	0	6 [7]	168	83	251	71
8:00 AM	170	4	8	5	187	83	270	52
9:00 AM	154	1	15	5	175	83	258	64
10:00 AM	141	1	15	4	161	91	252	70
11:00 AM	141	1	15	4	161	133	294	28
12:00 PM	133	14 [7]	16	4	167	141	308	14
1:00 PM	133	14 [7]	16	4	167	141	308	14
2:00 PM	133	5	16	4	158	149	307	15
3:00 PM	133	1	16	4	154	166 [7]	320 [7]	2 [8]
4:00 PM	146	1	16	5	168	149	317	5
5:00 PM	150	4	25 [7]	5	184	125	309	13
6:00 PM	153	8	25 [7]	5	191	108	299	23
7:00 PM	152	8	25 [7]	5	190	91	281	41
8:00 PM	160	10	25 [7]	5	200	91	291	31
9:00 PM	168	9	25 [7]	6 [7]	208 [7]	91	299	23
10:00 PM	165	8	13	6 [7]	192	91	283	39
11:00 PM	173 [7]	6	13	6 [7]	198	91	289	33
12:00 AM	169	4	0	6 [7]	179	91	270	52

Notes:

- [1] Based on weekday hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition* and hourly parking accumulation percentages from summer surveys on 20 days by LLG at two marinas in Dana Point, California, as well as other marina study data.
- [2] Required spaces calculated using ULI ratios.
- [3] As a conservative approach, calculation uses County Code of 1 space/3 seats instead of ULI ratio of 10 spaces/1,000 SF.
- [4] ULI does not provide a parking ratio or profile. As a conservative approach, calculation uses County Code of 1 space/150 SF and the ULI hotel guest time-of-day profile.
- [5] Parking rate for Marina is based on 0.60 spaces per slip per LCP and California Department of Boating and Waterways (Cal Boating).
- [6] See Appendix A-6 through A-10.2 for details on the shared parking calculations for each project component.
- [7] Bold/Shaded values denote maximum value for that column.
- [8] Bold/Shaded value denotes maximum site wide parking surplus (or maximum deficiency).
- [9] Proposed site plan results in 322 spaces based on adjustments to the surface lot as well as elimination of parking spaces along the seawalk to create a pedestrian promenade.

ATTACHMENT 1
MARINA DEL REY HOTEL CODE PARKING CALCULATION
SOURCE: ARCHITECTURAL GROUP INTERNATIONAL (AGI)

Based on room matrix and plans by AGI dated 12-5-11 and current Los Angeles County Parking code.

GUESTROOMS:

160 ROOMS 1 SPACE PER 2 GUESTROOMS = **80 SPACES**

RESTAURANT/BAR:

86 SEATS 1 SPACE PER 3 SEATS = **29 SPACES**

MEETING ROOMS:

4,034 SF 15 SF PER OCCUPANT = **269 OCCUPANTS**
1 SPACE PER 3 OCCUPANTS = **90 SPACES**

OFFICE AREA:

2,500 SF 100 SF PER OCCUPANT = **25 OCCUPANTS**
1 SPACE PER 3 OCCUPANTS = **9 SPACES**

SPA:

1,800 SF 1 SPACE PER 150 SF = **12 SPACES**

220 SPACES TOTAL

APPENDICES

APPENDIX A-1

HOTEL

WEEKDAY SHARED PARKING ANALYSIS CALCULATIONS

Marina Del Rey Hotel and Marina

Time of Day	Hotel (Leisure)				
	160 Rooms		-	184 Spaces [1]	
	Visitors @ 0.9 space/room		Employees @ 0.25 space/room		Total
	144 Spaces		40 Spaces		
	% of Peak Demand [2]	No. of Spaces	% of Peak Demand [2]	No. of Spaces	
6:00 AM	95%	137	5%	2	139
7:00 AM	95%	137	30%	12	149
8:00 AM	90%	130	90%	36	166
9:00 AM	80%	115	90%	36	151
10:00 AM	70%	101	100%	40	141
11:00 AM	70%	101	100%	40	141
12:00 PM	65%	94	100%	40	134
1:00 PM	65%	94	100%	40	134
2:00 PM	70%	101	100%	40	141
3:00 PM	70%	101	100%	40	141
4:00 PM	75%	108	90%	36	144
5:00 PM	80%	115	70%	28	143
6:00 PM	85%	122	40%	16	138
7:00 PM	85%	122	20%	8	130
8:00 PM	90%	130	20%	8	138
9:00 PM	95%	137	20%	8	145
10:00 PM	95%	137	20%	8	145
11:00 PM	100%	144	10%	4	148
12:00 AM	100%	144	5%	2	146

[1] Parking rates for all uses are based on ULI ratios of 0.9 space / 1 guest room for visitors and 0.25 spaces / guest room for employees.

[2] Based on weekday hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition*.

APPENDIX A-2
RESTAURANT
WEEKDAY SHARED PARKING ANALYSIS CALCULATIONS
Marina Del Rey Hotel and Marina

Time of Day	Restaurant		
	86 Seats Public		
	Visitors & Employees @ 1 space/3 seats = 28 Spaces [1]		Total
	14 Spaces @ 50% non-guest		
	% of Peak Demand [2]	No. of Spaces	
6:00 AM	0%	0	0
7:00 AM	10%	1	1
8:00 AM	30%	4	4
9:00 AM	10%	1	1
10:00 AM	10%	1	1
11:00 AM	5%	1	1
12:00 PM	100%	14	14
1:00 PM	100%	14	14
2:00 PM	33%	5	5
3:00 PM	10%	1	1
4:00 PM	10%	1	1
5:00 PM	30%	4	4
6:00 PM	55%	8	8
7:00 PM	60%	8	8
8:00 PM	70%	10	10
9:00 PM	67%	9	9
10:00 PM	60%	8	8
11:00 PM	40%	6	6
12:00 AM	30%	4	4

[1] ULI parking ratio is 10 spaces / 1,000 SF. As a conservative approach, calculation uses County Code of 1 space/3 seats.

[2] Based on weekday hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition*.

APPENDIX A-3
MEETING / BANQUET
WEEKDAY SHARED PARKING ANALYSIS CALCULATIONS
Marina Del Rey Hotel and Marina

Time of Day	Banquet/Meeting		
	4,034 SF total, 834 SF calculation basis Spaces [1]		
	Visitors & Employees		Total
	25 Spaces [1]		
% of Peak Demand [2]	No. of Spaces		
6:00 AM	0%	0	0
7:00 AM	0%	0	0
8:00 AM	30%	8	8
9:00 AM	60%	15	15
10:00 AM	60%	15	15
11:00 AM	60%	15	15
12:00 PM	65%	16	16
1:00 PM	65%	16	16
2:00 PM	65%	16	16
3:00 PM	65%	16	16
4:00 PM	65%	16	16
5:00 PM	100%	25	25
6:00 PM	100%	25	25
7:00 PM	100%	25	25
8:00 PM	100%	25	25
9:00 PM	100%	25	25
10:00 PM	50%	13	13
11:00 PM	50%	13	13
12:00 AM	0%	0	0

[1] Based on total meeting/banquet floor area of 4,034 SF.

At 160 rooms, this translates to an average of 25.21 SF / room. A ULI parking ratio of 30 spaces / 1,000 SF applies to all SF in the 20-50 SF / room range. This means the parking calculation for this hotel is based on $25.21 \div 20 = 5.21$ SF / room.
 5.21 SF / room x 160 rooms = 834 SF.

[2] Based on weekday hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition*.

APPENDIX A-4

SPA

WEEKDAY SHARED PARKING ANALYSIS CALCULATIONS

Marina Del Rey Hotel and Marina

Time of Day	Spa		
	1,800 SF		
	Visitors & Employess @ 1 space/150 SF = 12 Spaces [1]		Total
	6 Spaces @ 50% non-guest		
	% of Peak Demand [2]	No. of Spaces	
6:00 AM	95%	6	6
7:00 AM	95%	6	6
8:00 AM	90%	5	5
9:00 AM	80%	5	5
10:00 AM	70%	4	4
11:00 AM	70%	4	4
12:00 PM	65%	4	4
1:00 PM	65%	4	4
2:00 PM	70%	4	4
3:00 PM	70%	4	4
4:00 PM	75%	5	5
5:00 PM	80%	5	5
6:00 PM	85%	5	5
7:00 PM	85%	5	5
8:00 PM	90%	5	5
9:00 PM	95%	6	6
10:00 PM	95%	6	6
11:00 PM	100%	6	6
12:00 AM	100%	6	6

[1] ULI does not provide a parking ratio or profile. As a conservative approach, calculation uses County Code of 1 space/150 SF and the ULI hotel guest time-of-day profile.

[2] Based on weekday hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition*.

APPENDIX A-5

MARINA

WEEKDAY SHARED PARKING ANALYSIS CALCULATIONS

Marina Del Rey Hotel and Marina

Using Marina Ratio of 0.60 spaces per slip

Time of Day	Marina			
	277 Slips			
	Visitors & Employees			Total
	166 Spaces [1]			
	LLG Surveys	% of Peak Demand [2]	No. of Spaces	
6:00 AM	35%	35%	58	58
7:00 AM	35%	35%	58	58
8:00 AM	35%	35%	58	58
9:00 AM	35%	35%	58	58
10:00 AM	35%	35%	58	58
11:00 AM	45%	45%	75	75
12:00 PM	50%	50%	83	83
1:00 PM	55%	55%	91	91
2:00 PM	55%	55%	91	91
3:00 PM	55%	55%	91	91
4:00 PM	55%	55%	91	91
5:00 PM	50%	50%	83	83
6:00 PM	50%	50%	83	83
7:00 PM	40%	40%	66	66
8:00 PM	40%	40%	66	66
9:00 PM	40%	40%	66	66
10:00 PM	40%	40%	66	66
11:00 PM	40%	40%	66	66
12:00 AM	40%	40%	66	66

[1] Parking rates for all uses are based on California Department of Boating and Waterways ratio of 0.60 "single vehicle parking spaces per recreational berth".

[2] Based on hourly parking accumulation percentages from summer surveys on 20 days by LLG at two marinas in Dana Point, California, as well as other Southern California marina studies.

APPENDIX A-6

HOTEL

WEEKEND SHARED PARKING ANALYSIS CALCULATIONS

Marina Del Rey Hotel and Marina

Time of Day	Hotel (Leisure)				
	160 Rooms		-	189 Spaces [1]	
	Visitors @ 1 space/room		Employees @ 0.18 space/room		
	160 Spaces		29 Spaces		
	% of Peak Demand [2]	No. of Spaces	% of Peak Demand [2]	No. of Spaces	Total
6:00 AM	95%	152	5%	1	153
7:00 AM	95%	152	30%	9	161
8:00 AM	90%	144	90%	26	170
9:00 AM	80%	128	90%	26	154
10:00 AM	70%	112	100%	29	141
11:00 AM	70%	112	100%	29	141
12:00 PM	65%	104	100%	29	133
1:00 PM	65%	104	100%	29	133
2:00 PM	65%	104	100%	29	133
3:00 PM	65%	104	100%	29	133
4:00 PM	75%	120	90%	26	146
5:00 PM	80%	128	75%	22	150
6:00 PM	85%	136	60%	17	153
7:00 PM	85%	136	55%	16	152
8:00 PM	90%	144	55%	16	160
9:00 PM	95%	152	55%	16	168
10:00 PM	95%	152	45%	13	165
11:00 PM	100%	160	45%	13	173
12:00 AM	100%	160	30%	9	169

[1] Parking rates for all uses are based on ULI ratios of 1 space / 1 guest room for visitors and 0.18 spaces / guest room for employees.

[2] Based on weekend hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition*.

APPENDIX A-7
RESTAURANT
WEEKEND SHARED PARKING ANALYSIS CALCULATIONS
Marina Del Rey Hotel and Marina

Time of Day	Restaurant		
	86 Seats Public		
	Visitors & Employees @ 1 space/3 seats = 28 Spaces [1]		Total
	14 Spaces @ 50% non-guest		
	% of Peak Demand [2]	No. of Spaces	
6:00 AM	0%	0	0
7:00 AM	10%	1	1
8:00 AM	30%	4	4
9:00 AM	10%	1	1
10:00 AM	10%	1	1
11:00 AM	5%	1	1
12:00 PM	100%	14	14
1:00 PM	100%	14	14
2:00 PM	33%	5	5
3:00 PM	10%	1	1
4:00 PM	10%	1	1
5:00 PM	30%	4	4
6:00 PM	55%	8	8
7:00 PM	60%	8	8
8:00 PM	70%	10	10
9:00 PM	67%	9	9
10:00 PM	60%	8	8
11:00 PM	40%	6	6
12:00 AM	30%	4	4

[1] ULI parking ratio is 10 spaces / 1,000 SF. As a conservative approach, calculation uses County Code of 1 space/3 seats.

[2] Based on weekend hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition*.

APPENDIX A-8
MEETING / BANQUET
WEEKEND SHARED PARKING ANALYSIS CALCULATIONS
Marina Del Rey Hotel and Marina

Time of Day	Banquet/Meeting		
	4,034 SF total, 834 SF calculation basis Spaces [1]		
	Visitors & Employees		Total
	25 Spaces		
% of Peak Demand [2]	No. of Spaces		
6:00 AM	0%	0	0
7:00 AM	0%	0	0
8:00 AM	30%	8	8
9:00 AM	60%	15	15
10:00 AM	60%	15	15
11:00 AM	60%	15	15
12:00 PM	65%	16	16
1:00 PM	65%	16	16
2:00 PM	65%	16	16
3:00 PM	65%	16	16
4:00 PM	65%	16	16
5:00 PM	100%	25	25
6:00 PM	100%	25	25
7:00 PM	100%	25	25
8:00 PM	100%	25	25
9:00 PM	100%	25	25
10:00 PM	50%	13	13
11:00 PM	50%	13	13
12:00 AM	0%	0	0

[1] Based on total meeting/banquet floor area of 4,034 SF.

At 160 rooms, this translates to an average of 25.21 SF / room. A ULI parking ratio of 30 spaces / 1,000 SF applies to all SF in the 20-50 SF / room range. This means the parking calculation for this hotel is based on $25.21 - 20 = 5.21$ SF / room.
 5.21 SF / room x 160 rooms = 834 SF.

[2] Based on weekday hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition*.

APPENDIX A-9

SPA

WEEKEND SHARED PARKING ANALYSIS CALCULATIONS

Marina Del Rey Hotel and Marina

Time of Day	Spa		
	1,800 SF		
	Visitors & Employess @ 1 space/150 SF = 12 Spaces [1]		
	6 Spaces @ 50% non-guest		
	% of Peak Demand [2]	No. of Spaces	Total
6:00 AM	95%	6	6
7:00 AM	95%	6	6
8:00 AM	90%	5	5
9:00 AM	80%	5	5
10:00 AM	70%	4	4
11:00 AM	70%	4	4
12:00 PM	65%	4	4
1:00 PM	65%	4	4
2:00 PM	70%	4	4
3:00 PM	70%	4	4
4:00 PM	75%	5	5
5:00 PM	80%	5	5
6:00 PM	85%	5	5
7:00 PM	85%	5	5
8:00 PM	90%	5	5
9:00 PM	95%	6	6
10:00 PM	95%	6	6
11:00 PM	100%	6	6
12:00 AM	100%	6	6

[1] ULI does not provide a parking ratio or profile. As a conservative approach, calculation uses County Code of 1 space/150 SF and the ULI hotel guest time-of-day profile.

[2] Based on weekday hourly parking accumulation percentages provided in Urban Land Institute (ULI) *Shared Parking, 2nd Edition*.

APPENDIX A-10

MARINA
WEEKEND SHARED PARKING ANALYSIS CALCULATIONS
 Marina Del Rey Hotel and Marina
 Using Marina Ratio of 0.60 spaces per slip

Time of Day	Marina			
	277 Slips			Spaces [1]
	Visitors & Employees			Total
	166 Spaces [1]			
	LLG Surveys	% of Peak Demand [2]	No. of Spaces	
6:00 AM	50%	50%	83	83
7:00 AM	50%	50%	83	83
8:00 AM	50%	50%	83	83
9:00 AM	50%	50%	83	83
10:00 AM	55%	55%	91	91
11:00 AM	80%	80%	133	133
12:00 PM	85%	85%	141	141
1:00 PM	85%	85%	141	141
2:00 PM	90%	90%	149	149
3:00 PM	100%	100%	166	166
4:00 PM	90%	90%	149	149
5:00 PM	75%	75%	125	125
6:00 PM	65%	65%	108	108
7:00 PM	55%	55%	91	91
8:00 PM	55%	55%	91	91
9:00 PM	55%	55%	91	91
10:00 PM	55%	55%	91	91
11:00 PM	55%	55%	91	91
12:00 AM	55%	55%	91	91

[1] Parking rates for all uses are based on California Department of Boating and Waterways ratio of 0.60 "single vehicle parking spaces per recreational berth".

[2] Based on hourly parking accumulation percentages from summer surveys on 20 days by LLG at two marinas in Dana Point, California, as well as other Southern California marina studies.