



Los Angeles County  
Department of Regional Planning

*Planning for the Challenges Ahead*



Richard J. Bruckner  
Director

August 26, 2015

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**REGARDING: PROJECT NO. R2013-01647-(4)  
COASTAL DEVELOPMENT PERMIT NO. 201300003  
CONDITIONAL USE PERMIT NO. 201300166  
PARKING PERMIT NO. 201300012  
VARIANCE NO. 201300004  
LEASE PARCEL 44, MARINA DEL REY, CA 90292**

The Regional Planning Commission, by its action of **August 26, 2015**, has **APPROVED** the above-referenced project. Enclosed are the Commission's Findings and Conditions of Approval. Please carefully review each condition. This approval is not effective until the appeal period has ended and the required documents and applicable fees are submitted to the Regional Planning Department (see enclosed Affidavit of Acceptance Instructions).

The applicant or any other interested persons may appeal the Regional Planning Commission's decision. The appeal period for this project will end at 5:00 p.m. on September 9, 2015. **Appeals must be delivered in person.**

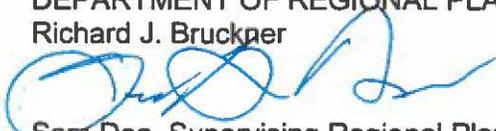
**Appeals:**

**To file an appeal, please contact:**  
Executive Office of the Board of Supervisors  
Room 383, Kenneth Hahn Hall of Administration  
500 West Temple Street, Los Angeles, CA 90012  
(213) 974-1426

Upon completion of the appeal period, the notarized Affidavit of Acceptance and any applicable fees must be submitted to the planner assigned to your case. In addition, any applicable CEQA fees for the Department of Fish and Wildlife shall be paid, and a Notice of Determination, if applicable, must be filed with the County Clerk according to the instructions with the enclosed Affidavit of Acceptance. Please make an appointment to ensure that processing will be completed in a timely manner. Failure to submit these documents and applicable fees within 60 days will result in a referral to Zoning Enforcement for further action.

For questions or for additional information, please contact Kevin Finkel of the Special Projects Section at (213) 974-4854, or by email at [kfinkel@planning.lacounty.gov](mailto:kfinkel@planning.lacounty.gov). Our office hours are Monday through Thursday, 7:30 a.m. to 5:30 p.m. We are closed on Fridays.

Sincerely,  
DEPARTMENT OF REGIONAL PLANNING  
Richard J. Bruckner



Sam Dea, Supervising Regional Planner  
Special Projects Section

Enclosures: Affidavit of Acceptance (Permittee's Completion), Notice of Determination (1 original, 1 copy), Findings, Conditions of Approval, Department Comment Letters, Mitigation Monitoring and Reporting Program

c: Board of Supervisors; DPW (Building and Safety); Zoning Enforcement

SZD:KAF

**FINDINGS OF THE REGIONAL PLANNING COMMISSION  
AND ORDER  
COUNTY OF LOS ANGELES  
PROJECT NO. R2013-01647-(4)  
COASTAL DEVELOPMENT PERMIT NO. 201300003  
CONDITIONAL USE PERMIT NO. 201300166  
PARKING PERMIT NO. 201300012  
VARIANCE NO. 201300004**

1. The Los Angeles County ("County") Regional Planning Commission ("Commission") conducted a duly-noticed public hearing on August 26, 2015, in the matter of Project No. R2013-01647, consisting of Coastal Development Permit No. 201300003 ("CDP"), Conditional Use Permit No. 201300166 ("CUP"), Parking Permit No. 201300012 ("Parking Permit"), and Variance No. 201300004 ("Variance"). The CDP, CUP, Parking Permit, and Variance are referred to collectively as the "Project Permits."
2. The permittee, Pacific Marina Venture, LLC ("permittee"), requests the Project Permits to authorize the following: 1) demolition of all existing facilities and removal of existing vegetation from the development area; construction of approximately 83,253 square feet of commercial, retail, restaurant, office, marine commercial, and boater- and community-serving space contained in eight (8) buildings; 462 surface parking spaces; 100 bicycle parking space, open-air dry boat storage for up to 56 boats and mast up storage for up to 13 boats; a 28-foot-wide public waterfront promenade; the realignment of the Marvin Braude Bike Path ("Bike Path") through the project site; and a public plaza; 2) consistency with the subject parcel's "Waterfront Overlay Zone" development criteria; 3) valet-managed, commercial tandem parking arrangement and a reduction in Code-required parking; 4) a two (2)-foot reduction on a portion of the Bali Way side yard setback and a seven-foot reduction on the western rear yard setback adjacent to Parcel 43 for the installation of the proposed dry boat storage racks (collectively referred to as "Project") on the approximately 8.39-acre Lease Parcel 44 in the unincorporated community of Marina del Rey ("Project Site").
3. The Project Site is located on Marina del Rey Lease Parcel 44. The development area consists of approximately 8.39 acres. The Project Site is an irregular, "U"-shaped parcel with generally flat and gently-sloping topography towards the water of Basin G to the west. The subject property is currently developed with eight (8) existing buildings totaling approximately 14,724 square feet of development. The buildings contain office space for boat brokers, a boat repair shop, a kayak rental facility, a yacht club, boater restroom facility, and a segment of the Bike Path.
4. The CDP is a request to authorize the following: 1) demolition of all existing facilities and removal of existing vegetation from the development area; 2) construction of approximately 83,253 square feet of commercial, retail, restaurant, office, marine commercial, and boater- and community-serving space contained in eight (8) buildings, with associated parking, signage, and landscaping; 3) open-air dry boat storage for up to 56 boats and mast up storage for up to 13 boats; 4) a 28-foot-wide

- public waterfront promenade; 5) the realignment of the Bike Path through the project site; and 6) a public plaza in the Visitor-Serving/Convenience Commercial, Marine Commercial, and Boat Storage Land Use Categories with a Waterfront Overlay Zone pursuant to County Code Section 22.46.1110.
5. The CUP is a request to ensure Project consistency with the subject parcel's "Waterfront Overlay Zone" development criteria in the Visitor-Serving/Convenience Commercial, Marine Commercial, and Boat Storage Land Use Categories pursuant to County Code Section 22.46.1720.
  6. The Parking Permit is a request to authorize valet-managed, commercial tandem parking arrangement and a reduction in Code-required parking in the Visitor-Serving/Convenience Commercial, Marine Commercial, and Boat Storage Land Use Categories with a Waterfront Overlay Zone pursuant to Part 11 of Chapter 22.52 of the County Code.
  7. The Variance is a request to authorize a two (2)-foot reduction on a portion of the Bali Way side yard setback and a seven-foot reduction on the western rear yard setback adjacent to Parcel 43 for the installation of the proposed dry boat storage racks in the Visitor-Serving/Convenience Commercial Land Use Category pursuant to County Code Section 22.46.1410.
  8. The Project Site is located in the Playa del Rey Zoned District and is currently zoned Specific Plan.
  9. The Project Site is located within the Visitor-Serving/Convenience Commercial, Marine Commercial, and Boat Storage land use categories with a Waterfront Overlay Zone of the Marina del Rey Land Use Policy Map.
  10. Surrounding Zoning within a 700-foot radius includes:
    - North: Marine Commercial, Water, Visitor-Serving/Convenience Commercial, Office, Open Space, Public Facilities, Parking, Commercial (City of Los Angeles)
    - South: Visitor-Serving/Convenience Commercial, Public Facilities, Parking, Boat Storage, Water, Open Space
    - East: Office, Commercial (City of Los Angeles), Visitor-Serving/Convenience Commercial
    - West: Open Space, Water, Visitor-Serving/Convenience Commercial, Hotel
  11. Surrounding land uses within a 700-foot radius include:
    - North: Catalina Yacht club, wet slips, California Yacht Club, restaurant, Yvonne B. Burke Park, a bank and office building, Lloyd Taber-Marina del Rey County Library, public parking, medical office building, Marina Towers office complex, and commercial development in the City of Los Angeles
    - South: Waterside Shopping Center, Marina del Rey Visitors Center, public parking, Marina del Rey Boat Launch, wet slips, Burton W. Chace Park

East: Marina Towers office complex, commercial development in the City of Los Angeles, Waterside Shopping Center  
West: Burton W. Chace Park, wet slips, Marina del Rey Hotel

12. In 1977, the Regional Planning Commission approved CUP 881 permitting additions and alterations to an existing recreational yacht club facility. In 2011, the Department of Regional Planning ("DRP") approved Plot Plan No. 201100169 permitting the installation of new business and directional signage for an on-site boating business. In 2012, the California Coastal Commission ("CCC") approved CDP No. 5-11-131 permitting the reconstruction of various anchorages throughout Marina del Rey including the waterside portion of the subject parcel. In 2015, DRP approved Plot Plan No. 201500291 in concept permitting the reconstruction of the anchorage on the waterside portion of the subject parcel.
13. The site plan for the Project depicts an approximately 8.39-acre, "U"-shaped Project Site. Ingress and egress to the Project Site is provided by 10 driveways, five (5) along Bali Way, four (4) along Mindanao Way, and one (1) along Admiralty Way. Additional pedestrian access is available to the Project Site via pedestrian pathways located at the southeastern corner of Admiralty and Bali Ways and at the northwestern corner of Admiralty and Mindanao Ways.

The site plan depicts eight (8) buildings located throughout the Project Site. These buildings contain an array of uses including commercial, retail, restaurant, office, marine commercial, and boater- and community-serving space. In total, these buildings contain approximately 83,253 square feet of development. Building 1 (boater restroom) is located on the Mindanao Way side of the Project Site at the westernmost end of the southern arm of the "U"-shaped parcel and adjacent to the public waterfront promenade. Building 2 (Trader Joe's or other specialty market) is also located on the Mindanao Way side of the Project Site roughly midway between Admiralty Way and the westernmost edge of the Project Site and adjacent to the public waterfront promenade. Building 3 (boater restroom) is also located on the Mindanao Way side of the Project Site nearer to Admiralty Way and just east of the realigned Bike Path and new public waterfront promenade. Building 4 (West Marine and replacement boater-serving uses and offices) is located along the Admiralty Way side of the Project Site near the Mindanao Way and just east of the realigned Bike Path and public waterfront promenade. Building 5 (retail and restaurant) is also located along Admiralty Way side of the Project Site midblock between Bali and Mindanao Ways adjacent to the Bike Path and public waterfront promenade. Building 6 (retail and restaurant) is also located along the Admiralty Way side of the Project Site near Bali Way and adjacent to the realigned Bike Path and public waterfront promenade. Building 7 (boater restroom) is located along the Bali Way side of the Project Site midblock between Admiralty Way and the westernmost edge of the northern arm of the "U"-shaped parcel and adjacent to the public waterfront promenade. Building 8 (yacht club facility) is located along the Bali Way side of the Project Site near the westernmost edge of the northern arm of the "U" adjacent to the public waterfront promenade. Adjacent to building 8 is an associated boat repair shop and boat service yard, dry stack boat storage racks accommodating up to 56

boats, and most up storage spaces accommodating up to 13 boats. All buildings are oriented toward the water.

Dispersed throughout the Project Site are approximately 462 surface parking spaces as well as 100 bike parking spaces. Along the entire length of the bulkhead of the Project Site is a 28-foot-wide public waterfront promenade that connects with segments of the public waterfront promenade to the west on Parcels 43 and 45. The site plan also depicts the new alignment of the Bike Path through the Project Site. This alignment locates the Bike Path in between the public waterfront promenade and buildings 3 through 6. The Bike Path enters the northern side of the Project Site midway between Admiralty Way and the westernmost edge of the northern arm of the "U"-shaped parcel. The Bike Path also enters the southern side of the Project Site midway between Admiralty Way and the westernmost edge of the southern arm of the "U"-shaped parcel.

Finally, located between buildings 5 and 6 is a new public plaza consisting of hardscape and landscape elements. Additional landscaping and project signage will be incorporated throughout the Project Site including around the proposed buildings, along the promenade, throughout the parking areas, and at prominent corners of the lease parcel.

14. The Project Site is accessible via Bali Way to the north, Admiralty Way to the east, and Mindanao Way to the south. Primary access to the Project Site will be provided by 10 driveways, five (5) along Bali Way, four (4) along Mindanao Way, and one (1) along Admiralty Way.
15. The Project will provide at least 462 parking spaces in surface parking areas located throughout the Project Site. Of this total, 258 will be standard size spaces, 184 will be compact spaces, and 20 will be handicap accessible spaces. 68 of these spaces will be provided in a tandem arrangement in the northern portion of the Project Site adjacent to Admiralty Way; this tandem arrangement will be managed by a valet system. The Project will also provide at least 100 bicycle parking spaces distributed throughout the Project Site and along the public waterfront promenade.
16. On March 4, 2015, prior to the Commission's public hearing on the Project, a Hearing Examiner public hearing was held at the Marina del Rey Hotel. The purpose of this hearing was to take public testimony on the Draft Environmental Impact Report ("EIR"). Including the applicant, approximately eight (8) individuals provided testimony and one individual asked questions of the applicant. The transcript is contained in the EIR. The applicant and the Project architect provided a description of the Project. Public comment received related to: opposition to the Project, impacts of the Project on the aesthetics of Admiralty Way, traffic resulting from the Project, noticing procedures, access for boaters, the proposed tenants, access to nearby open space, views of the water, traffic mitigation fees, the public review process, small boating opportunities, other developments in the Marina, and the new yacht club facility incorporated into the Project.

17. The County Department of Public Health ("DPH") recommends approval of this Project and has recommended conditions of approval pertaining to potable water, sewer, and licensing for restaurants, which are included in the Project's conditions. The County Fire Department ("Fire Department") recommends approval of this Project and has recommended conditions of approval pertaining to access, paving materials, hydrants, fire flow, fire suppression systems, fire lane markings, street signs, and addresses, which are included in the Project's conditions. The County Department of Public Works ("DPW") recommends approval of this Project and has recommended conditions of approval pertaining to right-of-way dedications, curb, gutter, and sidewalk construction, dedicated right-turn lane construction at the Project's main entrance driveway, median modifications, driveway entrance relocation, pavement reconstruction, payment of fair share traffic impact fees, street lights, street trees, traffic calming and control devices, traffic signal plan, signing and striping plan, grading, low impact development standards, water system construction, and sewer easement dedication.
18. Regional Planning staff prepared a Draft EIR, which evaluated the potential project-specific and cumulative environmental impacts of the Project. On February 12, 2015 a Notice of Completion and Notice of Availability ("NOC-NOA") of a Draft EIR was posted at the County Recorder's office. On February 12, 2015 the NOC-NOA was sent by mail to required agencies including the State Clearing House and other interested parties. The NOC-NOA was also posted on the Project Site and on the Department's website. The formal public review period for the Draft EIR was from February 13, 2015 to March 31, 2015. The mitigation measures necessary to minimize significant environmental impacts to the maximum extent possible are contained in the Mitigation Monitoring and Reporting Program ("MMRP") prepared for the Project. After the close of the comment period for the Draft EIR, Regional Planning staff prepared a Final EIR in accordance with section 15089 and 15132 of the State California Environmental Quality Act ("CEQA") Guidelines, which includes: response to comments, MMRP, Findings of Fact, and a Statement of Overriding Considerations ("SOC").

Areas of potential environmental impacts addressed in the Final EIR include aesthetics, air quality, biological resources, geology and soils, greenhouse gases, hydrology and water quality, noise and vibration, traffic and access, public services including police and fire protection, and utilities and service systems including wastewater, water, and solid waste. Areas that required no further environmental review as described in the Initial Study were agricultural and forest resources, cultural resources, energy, hazards and hazardous materials, land use and planning, mineral resources, and population and housing.

Significant and unavoidable impacts identified in the Final EIR after implementation of the required project design features and mitigation measures as enforced by the Project's MMRP related to traffic and access, noise, and solid waste. With respect to traffic and access, the Project would result in significant and unavoidable project-specific operational impacts to the environment at seven (7) City-only or shared City/County jurisdiction study locations including: Venice Boulevard and Lincoln Boulevard, Washington Boulevard and Lincoln Boulevard, Lincoln Boulevard and

Marina Expressway, Lincoln Boulevard and Mindanao Way, Mindanao Way and eastbound Marina Expressway, Lincoln Boulevard and Fiji Way, and Lincoln Boulevard and Jefferson Boulevard. No feasible mitigation measures exist to reduce these impacts. Further, buildout of the Project would result in significant and unavoidable cumulative impacts at eight (8) study locations including: Admiralty Way and Via Marina, Admiralty Way and Palawan Way, Admiralty Way and Mindanao Way, Washington Boulevard and Via Marina/Ocean Avenue, Washington Boulevard and Palawan Way, Lincoln Boulevard and Bali Way, Lincoln Boulevard and Mindanao Way, and Lincoln Boulevard and Fiji Way. No feasible mitigation measures exist to reduce these impacts and would remain significant and unavoidable. With respect to noise, noise-sensitive uses in proximity to the Project Site and along the haul route may be exposed to construction related noise, including that generated by haul trucks, that exceeds the County's Noise Control Ordinance standards. Therefore, even with the implementation of mitigation measures, temporary project-specific and cumulative impacts related to construction activities would be significant and unavoidable. With respect to solid waste, while existing solid waste disposal capacity has been identified to accommodate the solid waste generated by the Project, solid waste facilities are considered a finite resource and existing hazardous waste management facilities in the County are inadequate. Therefore, the cumulative increase in solid and hazardous waste generation would cause a significant and impact unless additional landfill space or other disposal alternatives are approved.

A Statement of Overriding Considerations is required to allow the approval of the Project in light of the above-identified remaining significant and unavoidable impacts. The Commission finds, as set forth in the prepared CEQA Findings and SOC, which was adopted by the Commission after the close of its August 26, 2015 public hearing, that the benefits and value of the Project outweigh the remaining significant impacts of the Project after all feasible mitigation has been implemented. The benefits of the Project include, but are not limited to, the provision of high-quality visitor-serving restaurants and retail amenities, improved coastal recreational opportunities, the provision of boater-serving amenities, the establishment of a Trader Joe's (or similar) specialty market for the convenient sale of food and beverage to boaters and visitors, high-quality building design, an improved bicycle environment through the Project Site, and improved fire access to the Project Site. These, and other Project design features beyond those that are required, which are more fully described in the CEQA Findings and SOC, provide benefits supporting the determination that the benefits of the Project outweigh the Project's remaining significant and unavoidable impacts.

19. Pursuant to the provisions of sections 22.56.2400, 22.60.174, and 22.60.175 of the Zoning Code, the community was appropriately notified of the Project's public hearings by mail, newspaper, and property posting.
20. Prior to the Commission's public hearing, Regional Planning staff received one (1) letter expressing opposition to the requested Parking Permit for a reduction in code-required parking and four (4) letters in support of the Project. No other correspondence was received from the public regarding the Project.

21. The Commission held a duly-noticed public hearing on the Project Permits on August 26, 2015. Commissioners Valadez, Louie, Pincetti, Pedersen, and Modugno were present. The Commission heard a presentation from Regional Planning staff and statement regarding the merits of the Project from the Director of the Department of Beaches and Harbors. The applicant's representative, Aaron Clark, presented testimony in favor of the request and made himself available to answer questions. The applicant's landscape architect, Charles Elliott, also provided testimony in favor of the request and made himself available to answer questions. Testimony was heard from 14 additional individuals including the applicant. The testimony provided covered a range of topics including support for the project and concerns regarding traffic, open space, habitat restoration, project landscaping palette, public availability of hearing documents, displacement of existing on-site businesses, and intensity. The applicant's representative provided rebuttal testimony and responded to questions from the Commissioners. There being no further testimony, the Commission closed the public hearing, certified the Final Environmental Impact Report along with the required findings of fact and statement of overriding considerations, adopted the Mitigation Monitoring and Reporting Program, and approved the project permits with conditions.
22. The Commission finds that the Project is consistent with the goals and policies of the Marina del Rey Local Coastal Program ("LCP"). The Project Site is located within the Visitor-Serving/Convenience Commercial, Marine Commercial, and Boat Storage land use categories with a Waterfront Overlay Zone of the LUP. The Visitor-Serving/Convenience Commercial land use category is intended to provide "dining facilities, retail, and personal services and youth hostels." The Marine Commercial land use category is intended to provide "coastal-related or coastal-dependent uses associated with operation, sales, storage, and repair of boats and marine support facilities." The Boat Storage land use category is intended to provide "public and commercial boat launching and storage including public parking, ramps and associated launching hoists, dry boat storage, dry stack storage, boat rentals and instruction, and ancillary support commercial facilities associated with that use." Additionally, the Waterfront Overlay Zone is intended as an overlay land use category applied to certain waterfront parcels and is intended to encourage more creative and desirable projects by allowing a mix of uses in proposed developments. Permitted uses include hotel, visitor-serving commercial, open space, boat storage, and marine commercial...regardless of the principal permitted use on the specific parcel." The Project is relying on the Waterfront Overlay Zone to guide appropriate development on the Project Site. The Project, including the approximately 83,253 square feet of commercial, retail, restaurant, office, marine commercial, and boater- and community-serving space, is consistent with the Waterfront Overlay Zone as the proposed uses provide visitor-serving commercial, boat storage, and marine commercial amenities on a waterfront parcel. Therefore, the Project is consistent with the permitted uses of the Waterfront Overlay Zone.
23. The Commission finds that the Project is consistent with the applicable policies related to shoreline access. Buildout involves extensive public access to the shoreline by constructing a new 28-foot-wide, approximately 1,500-foot-long public waterfront promenade along the entire length of the subject parcel's bulkhead. The

public waterfront promenade incorporates a design utilizing high-quality materials including decorative paving, railing, and lighting, landscaping, bicycle racks, seating areas, and gangway entrances to adjacent docks. The public waterfront promenade will be connected to other existing segments of the public waterfront promenade to the west of Parcel 44 on the northern and southern sides of Basin G. Access to the public waterfront promenade is provided at numerous locations along the length of the bulkhead including along the segments parallel to Mindanao, Bali, and Admiralty Ways. Access to the public waterfront promenade will also be provided directly from several of the proposed retail and restaurant buildings, which are oriented toward the water. One primary access point to the public waterfront promenade is a new public plaza located along the eastern side of the Project Site between buildings 5 and 6. The plaza will provide a large area of direct pedestrian access to the promenade and the waterfront from the portion of the Project Site containing the proposed retail, restaurant, and commercial buildings.

The Project will provide extensive visual access to the shoreline through the provision of view corridors. A total of nine (9) view corridors will be incorporated into the design of the Project providing visual access to the Marina's waters through the Project Site from the surrounding roadways. These nine (9) view corridors will provide visual access across approximately 55 percent of the subject parcel's frontage.

The Project will also realign the segment of the Bike Path that traverses a central parking area across Project Site. The new alignment will locate the Bike Path in between the public waterfront promenade and several of the proposed buildings parallel to Admiralty Way just offset from the bulkhead. This alignment provides physical access to both the public waterfront promenade and several of the proposed commercial, retail, restaurant, office, marine commercial, and boater- and community-serving buildings and also provides visual access to the Marina's waters along most of its length across the Project Site.

Finally, the Project is conditioned to incorporate wayfinding signage into the design of the development to direct visitors on the site to the public waterfront promenade and other public viewing areas.

24. The Commission finds that the Project is consistent with the applicable policies related to recreation and visitor-serving facilities. The Project will construct a 28-foot-wide public waterfront promenade along the entire bulkhead length of Parcel 44 (approximately 1,500 feet) adjacent to Basin G. The promenade will accommodate various recreational opportunities and will include amenities such as seating areas, bicycle racks, and decorative landscaping. Access will be provided along all segments of the bulkhead including the northern and southern arms of the "U"-shaped parcel. Access points will be provided from: parking areas, between proposed buildings, the public plaza, and directly from retail and restaurant facilities adjacent to the public waterfront promenade.

Additionally, the Project will realign and improve the portion of the Bike Path that traverses the Project Site. Presently, the Bike Path enters the Project Site on the

northern and southern sides via shared bike and vehicular ingress/egress. Through the Project Site, the Bike Path meanders through parking areas in the center of the Project Site. The Project will realign the Bike Path such that it takes a direct path from the Bali Way edge to the Mindanao Way edge of the Project Site. The realignment will be located adjacent to and in between the expanded public waterfront promenade and the proposed buildings along the Admiralty Way frontage. Further, the Project will improve the Bike Path crossings along on the northern and southern sides of the Project Site midblock west of Admiralty Way across Bali and Mindanao Ways. These crossings are intended to improve safety, visibility, and design.

Finally, the Project will construct an approximately 10,230-square-foot public plaza between buildings 5 and 6. This plaza will provide decorative paving and other hardscape features, seating, landscaping, and stadium seating adjacent to the public waterfront promenade, and visual access to the Marina's waters.

The Project will provide parking in surface parking areas located throughout the Project Site. The Project will plant trees and other landscaping throughout these parking areas in landscaping strips along the Project Site fronts buffering views of the parking areas from point outside the Project Site. This landscaping includes two landscaping strips flanking either side of the public sidewalks along the Mindanao Way and Admiralty Way frontages and a single landscaping strip along the Bali Way frontage and range in width from four (4) feet to eight (8) feet. In addition to landscaping, the Project is conditioned to require the installation of wayfinding signage directing visitors to the Project Site to both on-site and off-site visitor-serving amenities and the parcel's waterfront.

25. The Commission finds that the Project is consistent with the applicable policies related to recreational boating. The Project will develop a number of recreational boating support facilities on the Project Site. These include three stand-alone boater restroom buildings, a boater restroom and laundry facility incorporated into one of the retail buildings, and a boater lounge/community room also incorporated into one of the retail buildings. Additionally, the Project is incorporating space to accommodate a new yacht club facility and support facilities including a boat repair shop, service yard, and dry storage spaces. Finally, though not part of this entitlement request, the docks adjacent to this lease parcel will be reconstructed and will incorporate transient slips, dinghy tie-up areas, and a future WaterBus stop to serve boaters and users of the proposed on-site uses. The new decorative railings along the public waterfront promenade will incorporate connection points for gangways to access the WaterBus stop.

The Project will incorporate dry stack storage spaces able to accommodate up to 56 boats along the western edge of the northern arm of the "U"-shaped parcel. In this same area, space will be provided to accommodate up to 13 mast-up storage spaces. Additionally, the Project will provide a total of nine (9) view corridors throughout the Project Site providing visual access from the surrounding roadways and the Project Site to the Marina and its waters. These nine (9) view corridors will provide visual access across approximately 55 percent of the subject parcel's

frontage, in excess of the minimum 20 percent requirement. Therefore, the incorporation of the identified boat storage racks will not impact the provision of adequate view corridors.

26. The Commission finds that the Project is consistent with the applicable policies related to marine resources. The Project Site will be graded to sheet flow away from the bulkhead and toward new stormwater infrastructure. The Project will install new catch basins and storm drains on the Project Site and will collect and convey stormwater away from proposed structures. The Project will incorporate two single connections to an existing 60-inch storm drain; one connection will cover the northern portion of the Project Site and one connection will cover the southern portion of the Project Site. Additionally, the Project will construct bioinfiltration areas to capture runoff and percolate this runoff through engineered soil and allow it to discharge downstream slowly. These bioinfiltration areas include planted pavement that will capture surface runoff fed by the on-site catch basins.
27. The Commission finds that the Project is consistent with the applicable policies related to important biological resources. The Project is conditioned to require that all final materials and lighting used in the construction and operation of the various visitor- and boater-serving, community, and marine commercial uses and accessory facilities are treated and operated to reduce potential for bird strikes.

A preliminary tree survey was conducted of the Project Site and the adjacent road medians to identify the presence of trees. The survey identified 103 trees on the Project Site and 24 trees in the medians along Mindanao, Admiralty, and Bali Ways. The specimens identified are a mix of 13 species of which none are considered native to the area and several are considered invasive; only light guano staining was found underneath the surveyed trees suggesting that this area is not used for nesting or significant roosting.

Because the Project will completely redevelop the entirety of Parcel 44, all 103 of the trees identified on the Project Site will be removed. Additionally, in order to accommodate numerous road improvements including the removal or reconstruction of road medians directly adjacent to the Project Site, 24 median trees along Mindanao, Admiralty, and Bali Ways will be removed. The Project is conditioned to require compliance with the tree trimming and removal policies of the LCP in order to preclude impacts to any nesting birds that may exist on the Project Site or in a street median. Further, the Project is conditioned to comply with the tree replacement requirements of the LCP. The landscaping concept developed for the Project includes the planting of 238 trees throughout the Project Site with additional trees planted in the medians. The planting palette includes a variety of species that are considered appropriate for a coastal environment, are drought tolerant, and are not considered invasive. The number of trees proposed for planting is greater than the one-to-one replacement ratio required by the LCP.

28. The Commission finds that the Project is consistent with applicable policies related to land use. The Project will be located on Parcel 44 adjacent to the bulkhead along Basin G on the northeastern side of Marina del Rey. Presently, the Project Site is

developed with eight (8) existing buildings totaling approximately 14,724 square feet of development. The buildings contain office space for boat brokers, a boat repair shop, a kayak rental facility, a yacht club, boater restroom facility, and a segment of the Bike Path. All existing uses will be demolished to accommodate the Project. The Project will construct approximately 83,253 square feet of development that will accommodate commercial, retail, restaurant, office for boating-related uses, marine commercial, and boater- and community-serving space, a public plaza, a new public waterfront promenade, a realignment of the Bike Path, and dry boat storage racks. While existing uses will be displaced by the Project, the proposed uses will increase the amount of space dedicated to similar uses included in the Project and improve on the quality of space used for these recreational and visitor-serving opportunities. Included in these uses is a new yacht club facility with associated boat repair shop and service yard, dry stack storage spaces accommodating up to 56 boats, and mast-up storage spaces accommodating up to 13 boats.

Buildout of the Project involves the provision of numerous points of public access to the shoreline with the construction of a 28-foot-wide public waterfront promenade that incorporates high quality materials including decorative paving railing, and lighting, landscaping, bicycle racks, and seating areas at numerous points along its length. The public waterfront promenade will be connected to other existing segments of the public waterfront promenade to the west of Parcel 44 on the northern and southern sides of Basin G and will provide bicycle racks and eight feet of landscaping. Additionally, the Proposed Project will realign the Bike Path through the Project Site. The realignment will take a direct path from the Bali Way edge to the Mindanao Way edge of the Project Site. The realignment will be located adjacent to and in between the public waterfront promenade and the proposed buildings along the Admiralty Way frontage. This realignment will improve the bicycling environment along this segment of the Bike Path allowing for a more efficient path of travel through the Project Site and provide expanded views of the Marina's waters. Further, the Proposed Project will improve the Bike Path crossings along on the northern and southern sides of the Project Site midblock west of Admiralty Way across Bali and Mindanao Ways. These crossings are intended to improve safety, visibility, and design. The DCB recommended approval of the preliminary site plan at its July 16, 2013 meeting.

29. The Commission finds that the Project is consistent with the applicable policies related to coastal visual resources. The Proposed Project will construct a new segment of a public waterfront promenade to 28-feet-wide along the entire length of the bulkhead of Parcel 44, approximately 1,500 feet in length. The public waterfront promenade will provide unobstructed views of the Marina's waters and will provide an improved experience over existing Project Site conditions, which does not presently have a defined promenade, including installing decorative paving, railing, and lighting, landscaping, bicycle racks, and seating areas.

Access to the public waterfront promenade is provided at numerous locations along the length of the bulkhead including along the segments parallel to Mindanao, Bali, and Admiralty Ways. Access to the public waterfront promenade will also be provided directly from several of the proposed retail and restaurant buildings, which

are oriented toward the water. One such area to access to the public waterfront promenade is a new public plaza located in between several proposed buildings and adjacent to the public waterfront promenade. The plaza will provide a large area of direct pedestrian access to the promenade as well as unobstructed views of the Marinas waters from the eastern side of the Project Site containing the larger retail and restaurant buildings.

The Proposed Project will provide extensive visual access to the shoreline through the provision of view corridors. A total of nine (9) view corridors will be incorporated into the design of the Proposed Project providing visual access from the surrounding roadways and the Project Site to the Marina and its waters. These nine (9) view corridors will provide visual access across approximately 55 percent of the subject parcel's frontage.

30. The Commission finds that the Project is consistent with the applicable landscaping requirements. The Proposed Project will incorporate landscaping along the northern, eastern, and southern perimeters of the Project site and will include a mixture of trees, shrubs and groundcover. Planting areas along Mindanao and Admiralty Ways are split into two strips flanking the public sidewalk and planting areas along Bali Way are located in strip behind the public sidewalk. In order to maintain visual access into and through the lot and implement off-site road improvement consistent with the requirements of the LCP, these landscaped strips range in width from three feet six inches to 11 feet, consistent with this requirement.
31. The Commission finds that the Project is consistent with the applicable lot coverage requirements. The Proposed Project is located on Marina del Rey Lease Parcel 44. The parcel is approximately 8.39 acres in area and the Proposed Project will redevelop the entirety of the parcel; however, the eight (8) buildings proposed will cover only 62,915 square feet of the Project Site (approximately 1.44 acres). As such, the development area of the Proposed Project will cover approximately 17 percent of the Project Site area. In total, the Proposed Project will include approximately 56,203 square feet of landscaped areas. As the Project Site is approximately 365,468 square feet, this amount of landscaping exceeds the minimum 10 percent requirement.
32. The Commission finds that with the granting of the requested parking permit, the Project is consistent with the applicable parking requirements. Part 11 of Chapter 22.52 and the Marina del Rey LCP requires the provision of 505 parking spaces to serve the various uses included in the Proposed Project. Additionally, the Proposed Project is providing at least 100 bicycle parking spaces. Because of this allocation, the Proposed Project is permitted to reduce the required on-site parking by 25 spaces. Thus, the Proposed Project is required to provide 480 spaces. In total, the Proposed Project will provide 462 parking spaces in surface parking areas located throughout the Project Site. Of this total, 258 will be standard size spaces, 184 will be compact spaces, and 20 will be handicap accessible spaces; the 184 compact spaces is consistent with the maximum 40 percent compact space allocation requirement and the 20 handicap accessible spaces is in excess of the seven (7) handicap spaces that are required for this project.

The total number of spaces proposed is below code requirements and the applicant is requesting a parking permit to allow a reduction (less than four (4) percent) in the amount of parking from 480 to 462. Further, the Parking Permit request will also cover a valet-management system to allow for 68 of the parking spaces to be provided in a tandem arrangement. To support the reduction in required on-site parking, a shared parking analysis was performed to identify expected parking demand on the Project Site. The results of this analysis indicate that weekday peak demand for on-site parking would be approximately 457 spaces and weekend peak demand would be 398 spaces. Thus, the shared parking analysis indicates that peak demands would be below the proposed number of parking spaces and the proposed 462 spaces would adequately serve the on-site uses. With the granting of the requested Parking Permit and the use of a valet-system, the reduced on-site spaces and tandem parking arrangement is considered consistent with applicable parking requirements.

Finally, the Proposed Project is required to provide loading spaces for each commercial building other than the restrooms and yacht club facility. The site plan depicts loading areas capable of accommodating needed loading space to facilitate the operation of the proposed on-site businesses. Thus, the Proposed Project is consistent with this development standard.

In addition to the code required parking allocation, the LCP requires that the Proposed Project determine the appropriateness of utilizing on-site parking for shoreline access and recreational uses during peak visitation periods that coincide with nonpeak office/commercial working hours. In a letter dated November 2013, DBH recommended not including shared parking facilities in the design of the Proposed Project. Thus, the Proposed Project has met this requirement.

33. The Commission finds that the Project is consistent with the applicable sign requirements. The entitlement request for a CDP includes the installation of project-related signage along the perimeter of the Project Site, at access points, within the development, and along the promenade. The Proposed Project is conditioned to submit a sign program consistent with the requirements of the Revised Permanent Sign Controls and Regulations to the DCB and the Department of Regional Planning for review and approval, consistent with this requirement.
34. The Commission finds that the Project is consistent with the applicable site planning requirements. The Proposed Project will construct eight (8) buildings of various sizes, heights, and bulk. The structures will be distributed throughout the Project Site and will not be structurally connected. View corridors are provided between these buildings in an amount that crosses approximately 55 percent of the subject parcel. As such, this arrangement of buildings avoids long and continuous blocking of water views. All structures will be oriented toward the Marina's waters and the pedestrian promenade, consistent with this requirement.
35. The Commission finds that the Project is consistent with the applicable view corridor requirements. The Proposed Project is located on Marina del Rey Lease Parcel 44.

The Proposed Project will develop approximately 83,253 square feet of development contained in eight (8) buildings located throughout the Project Site. The Project Site has a bulkhead length of approximately 1,528 linear feet. A minimum 20 percent view corridor requires a view corridor that crosses at least 306 linear feet of the subject parcel's width. The Proposed Project provides nine (9) view corridor segments that cross approximately 843 total feet, or 55 percent, of the subject parcel's width, exceeding this requirement.

36. The Commission finds that the Project is consistent with the applicable emergency access requirements. The Proposed Project is comprised of eight (8) buildings ranging in height from one story to two stories. Fire access to the proposed structures is provided in numerous places throughout the Project Site and adjacent to all proposed buildings. Fire access lanes range in width from 20 feet to 28 feet and are consistent with identified Los Angeles County Fire Department needs for this project. The Proposed Project, located on Lease Parcel 44, will include a new public waterfront promenade 28 feet wide. The public waterfront promenade will incorporate decorative paving, railing, and lighting, eight feet of landscaping, bicycle racks, and seating areas. The design of the public waterfront promenade and the arrangement of these amenities are such that at least 20 feet will remain free and clear along its entire length, consistent with identified Los Angeles County Fire Department needs for this project.
37. The Commission finds that the Project is consistent with the applicable transportation improvement requirements. As part of the Proposed Project, new access via a proposed Admiralty Way driveway will result in the construction of a new left-turn pocket in the Admiralty Way median island. Additionally, the traffic analysis prepared for the Proposed Project found that the proposed uses would result in the generation of 411 net new pm peak hour trips. Based on this trip generation, Mitigation Monitoring and Reporting Program for the Proposed Project requires the applicant to pay \$2,338,590 in fair share traffic impact mitigation fees related to the generation of this number of peak trips. The Proposed Project is consistent with this requirement.
38. The Commission finds that the Project is consistent with the applicable height requirements of the Visitor-Serving/Convenience Commercial land use category. The LCP limits height on Project Site to 45 feet. Further, the Site-specific Development Guidelines contained in the Specific Plan allows height to reach up to 75 feet with the provision of an expanded view corridor. None of proposed structures or dry stack storage racks on the northern arm of the "U"-shaped parcel exceed a maximum height of 45 feet. Further, none of the structures on the southern arm of the "U" exceed a maximum height of 33 feet. Therefore, all proposed structures located within this land use category are consistent with the height limitation established on the Project Site.
39. The Commission finds that with the granting of the requested variance, the Project is consistent with the applicable setback requirements of the Visitor-Serving/Convenience Commercial land use category. The Proposed Project will provide a 15-foot southerly side yard setback, an eight (8)- to 10-foot northerly side

yard setback along the Bali Way frontage, a 20- to 28-foot- rear yard setback on the southerly arm of the "U," and a three (3)-foot rear yard setback on the northerly arm of the "U." However, due to the irregular shape and configuration of the subject property, the applicant is requesting a variance to reduce required side and rear yard setbacks to eight (8) feet along a portion of the Bali Way frontage and three (3) feet adjacent to Lease Parcel 43, respectively. With this granting of the Variance, the Proposed Project will be consistent with this requirement.

40. The Commission finds that the Project is consistent with the applicable displacement requirements of the Visitor-Serving/Convenience Commercial land use category. The Project Site is currently developed with approximately 14,724 square feet of office space for boat brokers, a boat repair shop, a kayak rental facility, a yacht club, boater restroom facility, and a segment of the Bike Path. The Proposed Project will develop approximately 83,253 square feet of commercial, retail, restaurant, office, marine commercial, and boater- and community-serving space including a new yacht club facility with associated repair shop and service yard, numerous boater restrooms and a boater lounge, boater laundry facility, dry and mast up boat storage, and an improved and realigned Bike Path, an increase from existing amounts of comparable development. Therefore, the Proposed Project is consistent with this requirement.
41. The Commission finds that the Project is consistent with the applicable height requirements of the Marine Commercial land use category. The LCP limits height on Project Site to 45 feet. Further, the Site-specific Development Guidelines contained in the Specific Plan allows height to reach up to 75 feet with the provision of an expanded view corridor. Of the buildings proposed within on this portion of the Project Site, the tallest would reach 65 feet tall. In order to achieve this height, the Proposed Project must provide an approximately 33 percent view corridor across the subject parcel. As the Proposed Project is providing a view corridor that covers approximately 55 percent of the Project Site, the Proposed Project provides adequate view corridors to achieve greater building height, consistent with this requirement.
42. The Commission finds that the Project is consistent with the applicable setback requirements of the Marine Commercial land use category. The Proposed Project will provide a front yard setback that ranges in depth from 16 to 19 feet, a northerly side yard setback that ranges in depth from 16 to 18 feet, and a promenade setback of at least 8 feet six inches. As there is no applicable highway setback, the Proposed Project is consistent with this requirement.
43. The Commission finds that the Project is consistent with the applicable displacement requirements of the Marine Commercial land use category. The Project Site is currently developed with approximately 14,724 square feet of office space for boat brokers, a boat repair shop, a kayak rental facility, a yacht club, boater restroom facility, and a segment of the Bike Path. The Proposed Project will develop approximately 83,253 square feet of commercial, retail, restaurant, office, marine commercial, and boater- and community-serving space including a new yacht club facility with associated repair shop and service yard, numerous boater restrooms

and a boater lounge, boater laundry facility, dry and mast up boat storage, and an improved and realigned Bike Path. Therefore, the Proposed Project is consistent with this requirement.

44. The Commission finds that the Project is consistent with the applicable height requirements of the Boat Storage land use category. The LCP limits height on Project Site to 25 feet. Further, the Site-specific Development Guidelines contained in the Specific Plan allows height to reach up to 75 feet with the provision of an expanded view corridor. Only one building is proposed on this portion of the Project Site, and it would reach 10 feet tall. Therefore, the Proposed Project is consistent with this requirement.
45. The Commission finds that the Project is consistent with the applicable setback requirements of the Boat Storage land use category. The Proposed Project will provide a front yard setback that ranges in depth from 16 to 18, a southerly side yard setback that is 15 feet, six inches, and a promenade setback that is eight (8) feet. As there is no applicable highway setback, the Proposed Project is consistent with this requirement.
46. The Commission finds that the Project is consistent with the applicable displacement requirements of the Boat Storage land use category. The Project Site is currently developed with approximately 14,724 square feet of office space for boat brokers, a boat repair shop, a kayak rental facility, a yacht club, boater restroom facility, and a segment of the Bike Path. The Proposed Project will develop approximately 83,253 square feet of commercial, retail, restaurant, office, marine commercial, and boater- and community-serving space including a new yacht club facility with associated repair shop and service yard, numerous boater restrooms and a boater lounge, boater laundry facility, dry and mast up boat storage, and an improved and realigned Bike Path. Therefore, the Proposed Project is consistent with this requirement.
47. The Commission finds that the Project is consistent with the applicable displacement requirements of the Waterfront Overlay Zone. The Project Site is currently developed with approximately 14,724 square feet of office space for boat brokers, a boat repair shop, a kayak rental facility, a yacht club, boater restroom facility, and a segment of the Bike Path. The Proposed Project will develop approximately 83,253 square feet of commercial, retail, restaurant, office, marine commercial, and boater- and community-serving space including a new yacht club facility with associated repair shop and service yard, numerous boater restrooms and a boater lounge, boater laundry facility, dry and mast up boat storage, and an improved and realigned Bike Path. Therefore, the Proposed Project is consistent with this requirement.
48. The Commission finds that the Project is consistent with the applicable site specific development guidelines. The Proposed Project will construct a new 28-foot-wide public waterfront promenade. The public waterfront promenade will include higher quality materials including decorative paving, railing, and lighting as well as landscaping, seating, bicycle racks, and new gangway connections. Additionally, the public waterfront promenade will be designed to accommodate gangways used to access docks adjacent to the Project Site. This improved and expanded public

waterfront promenade will be connected to other existing segments of the promenade to the west of the project site on the northern and southern sides of Basin G.

49. The Commission finds that the Project is located on Lease Parcel 44, an 8.39-acre "U"-shaped parcel with frontage on Basin G on the northeastern side of the unincorporated community of Marina del Rey.
50. The Commission finds that the Project Site is bound by Bali Way on the north, Admiralty Way on the east, Mindanao Way on the south, and the Basin G bulkhead and parcels 43 and 45 on the west.
51. The Commission finds that Marina del Rey is an urbanized community on the west side of Los Angeles County and is served by existing urban public infrastructure systems, including water, sewer, gas, electricity, and solid waste with adequate capacity to serve the Project.
52. The Commission finds that regional access to the Project Site is provided by the Marina expressway to the east and by Lincoln Boulevard/Pacific Coast Highway also to the east
53. The Commission finds that direct access to the Project Site is via Admiralty Way to the east, a designated secondary highway, Bali way to the north, and Mindanao Way to the south. The Commission further finds that the Bike Path provides direct bicycle access to the Project Site from points north and south.
54. The Commission finds that the Project will realign the route of the Bike Path through the Project Site to improve its safety, visibility, design, and connections to points north and south.
55. The Commission finds that with the implementation of identified mitigation measures for the Proposed Project, roadway improvements identified in the LCP, and the improvements to the Bike Path, these streets, highways, and bike ways will adequately serve the kind and quantity of traffic expected to be generated by the Project.
56. The Commission finds that the Project Site is an underutilized parcel located at a primary access point to Marina del Rey; only approximately 14,724 square feet of development including office space for boat brokers, a boat repair shop, a kayak rental facility, a yacht club, boater restroom facility, and a segment of the Bike Path exist on the Project Site.
57. The Commission finds that the Project Site is designated Visitor-Serving/Convenience Commercial, Marine Commercial, and Boat Storage with a Waterfront Overlay Zone by the LCP.
58. The Commission finds that these land use categories call for the establishment of a range uses on their respective portions of the Project Site including visitor-serving

uses, such as retail establishments and restaurants, marine commercial uses, such as boat brokerages and boater support facilities, and Boat Storage uses including dry stack and mast up storage. The LUP further applies the Waterfront Overlay Zone to the Project Site to encourage more creative and desirable projects by allowing a mix of uses including hotel, visitor-serving commercial, open space, boat storage, and marine commercial.

59. The Commission finds that the Project will construct approximately 83,253 square feet development consisting of commercial, retail, restaurant, office, marine commercial, and boater- and community-serving space.
60. The Commission finds that these uses are consistent with the identified uses allowed in the underlying Visitor-Serving/Convenience Commercial, Marine Commercial, and Boat Storage land use categories and Waterfront Overlay Zone.
61. The Commission finds that the area surrounding the Project Site consists of a mix of commercial and open space uses including offices, restaurants, retail, hotel, civic uses, open space, parks, parking areas, and docks.
62. The Commission finds that the use of the adjacent property to the west on Parcel 43 is for surface parking.
63. The Commission finds that the proposed uses are consistent with the existing land use and development patterns in the surrounding area.
64. The Commission finds that the establishment of new uses consistent with the surrounding area will contribute to the creation of a visitor-serving district in Marina del Rey.
65. The Commission finds that site design opportunities are hampered by several features of the Project Site including the shape of the subject parcel, the required provision of a 28-foot-wide public waterfront promenade along the bulkhead, the on-site replacement of existing uses dedicated to boating, marine commercial, and visitor-serving uses, and the presence of the Bike Path.
66. The Commission finds that these constraints and hardships do not exist together on other parcels and are not generally applicable to other properties in the same vicinity and under identical zoning classifications.
67. The Commission finds that these constraints create an obstacle to effective arrangement of proposed buildings and the construction of an economically viable development.
68. The Commission finds that new dry boat storage is critical in meeting the goals of the LCP and that the strict adherence to the setback standards would not be consistent with the general purpose of these goals and that granting of the Variance provides the necessary relief.

69. The Commission finds that Project conditions limiting the height of the dry storage facilities adjacent to the public sidewalk and Parcel will adequately minimize visual, bulk, and operational impacts to passing pedestrians and vehicles along Bali Way.
70. The Commission finds that Project conditions limiting the height of the dry storage facilities adjacent to the public sidewalk will ensure conformity with the LCP.
71. The Commission finds that Project conditions limiting the height of the dry storage facilities adjacent to the public sidewalk along Bali Way will prevent potential impacts to the environment.
72. The Commission finds that dry boat storage does not impact the operation of adjacent areas used for surface parking.
73. The Commission finds that the establishment of dry storage in the rear yard setback area will not detrimentally impact the adjacent property and associated surface parking use.
74. The Commission finds that the Project, including the requested variance, would not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare or be injurious to other property or improvements in the same vicinity and zone.
75. The Commission finds that the requested variance is consistent with the LCP because it will allow the Project to meet all other applicable goals, policies, and standards of the LCP.
76. The Commission finds that nearby commercial uses are focused at the intersection of Admiralty Way and Mindanao Way.
77. The Commission finds that the Project's buildings will be arranged such that the commercial uses will be located along Mindanao and Admiralty Ways, the portion of the Project Site located along the primary streets providing regional access into and through the Marina.
78. The Commission finds that this arrangement of buildings will be situated at a primary intersection lined with existing commercial uses, including the Marina del Rey Visitors Center.
79. The Commission finds that this arrangement of the proposed buildings on the Project Site will most adequately contribute to the creation of a visitor-serving on the eastern side of Marina del Rey and the redevelopment of this underutilized parcel will create synergies with this surrounding development.
80. The Commission finds that the Project will be a positive contribution to this part of the Marina and would not be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site.

81. The Commission finds that the Project will provide extensive public access to the shoreline by constructing a new 28-foot-wide public waterfront promenade and incorporating high quality materials and design including decorative paving, railing, and lighting, landscaping, bicycle racks, seating areas, and new gangway entrances.
82. The Commission finds that the Project's new public waterfront promenade will be connected to other existing segments of the public waterfront promenade to the west of Parcel 44 on the northern and southern sides of Basin G and will provide bicycle racks and eight (8) feet of landscaping.
83. The Commission finds that access to the public waterfront promenade is provided at numerous locations along the length of the bulkhead including along the segments parallel to Mindanao, Bali, and Admiralty Ways.
84. The Commission finds that access to the public waterfront promenade will be provided directly from several of the proposed retail and restaurant buildings, which are oriented toward the water.
85. The Commission finds that access to the public waterfront promenade will be via the new public plaza located in between buildings 5 and 6, the portion of the Project Site containing the larger retail and restaurant buildings.
86. The Commission finds that due to the construction of a new public waterfront promenade with numerous points of access, the Project is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the Public Resources Code.
87. The Commission finds that the Marina del Rey LCP requires the provision of 480 parking spaces to serve the Project.
88. The Commission finds that the 462 parking spaces, 100 bicycle parking spaces, and loading spaces provided are adequate to serve the Project.
89. The Commission finds that to support the reduction in required on-site parking, a shared parking analysis has been performed to identify expected parking demand on the Project Site. The results of this analysis indicate that weekday peak demand for on-site parking would be approximately 457 spaces and weekend peak demand would be 398 spaces.
90. The Commission finds that the shared parking analysis indicates that peak demands would be below the proposed number of parking spaces and the proposed 462 spaces would adequately serve the on-site uses.
91. The Commission finds that there will be no need for the number of vehicle parking spaces required by Part 11 of Chapter 22.52 because the nature of the use is such that there is a reduced occupancy.

92. The Commission finds that the Project's buildings will range in height from approximately 10 feet to 65 feet.
93. The Commission finds that buildings ranging in height from 10 feet to 25 feet will be located along the northern and southern arms of the "U"-shaped parcel while the taller buildings ranging from 16 to 65 feet will be located parallel to Admiralty Way.
94. The Commission finds that the Project consists of a range of architectural types, including modern and Spanish styles and will incorporate high-quality materials and large areas of transparency along the building facades to create an aesthetically pleasing, welcoming environment.
95. The Commission finds that the buildings in the surrounding area consist of range of architectural types include modern and Spanish styles.
96. The Commission finds that the proposed design of the Project is consistent with the mix of architectural styles in the surrounding area.
97. The Commission finds that the area surrounding the Project Site includes a mix of low- to high-rise development with the area to the north, south, and west generally consisting of low- and mid-rise structures, parks, and parking areas. The area to the east of the Project Site consists of higher-rise building including office uses reaching up to 12 stories.
98. The Commission finds that the arrangement of low- to mid-rise buildings on the westerly portions of the Project Site and taller buildings on the eastern side of the Project Site is considered compatible with the height pattern of existing development in the area.
99. The Commission finds that with the requested Parking Permit and Variance, the Project Site is of adequate size and shape to accommodate the applicable development standards including yards, walls, fences, parking, and landscaping and provides adequate space to arrange the proposed buildings such that their height is compatible with surrounding development and will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area.
100. The Commission finds that as the proposed uses are compatible with the underlying land use categories, the Waterfront Overlay Zone, existing surrounding development, and all applicable policies and development standards of the LCP, the Proposed Project with the requested entitlements is in conformity with the certified local coastal program.
101. The Commission finds that pursuant to sections 22.60.174 and 22.60.175 of the County Code, the community was properly notified of the public hearing by mail, newspaper, and property posting. Additionally, the Project was noticed and case materials were available on Regional Planning's website and at libraries located in the vicinity of the Marina del Rey community. On July 21, 2015, a total of 504 Notices of Public Hearing were mailed to all property owners as identified on the

County Assessor's record within a 500-foot radius from the Project Site, as well as 28 notices to those on the courtesy mailing list for the Playa del Rey Zoned District and to any additional interested parties.

102. The Commission finds that the permittee is subject to payment of the California Department of Fish and Wildlife fees related to the Project's effect on wildlife resources pursuant to section 711.4 of the California Fish and Game Code.
103. The Commission finds that the Final EIR for the Project was prepared in accordance with CEQA, the State CEQA Guidelines, and the County's Environmental Document Reporting Procedures and Guidelines. The Commission reviewed and considered the Final EIR, along with its associated MMRP, Findings of Fact and Statement of Overriding Considerations, and finds that they reflect the independent judgment of the Commission. The Findings of Fact and Statement of Overriding Considerations are incorporated herein by this reference, as set forth in full.
104. The Commission finds that the MMRP for the Project is consistent with the conclusions and recommendations of the Final EIR and that the MMRP's requirements are incorporated into the conditions of approval for the Project.
105. The Commission finds that the MMRP, prepared in conjunction with the Final EIR, identifies in detail how compliance with its measures will mitigate or avoid potential adverse impacts to the environment from the Project.
106. The location of the documents and other materials constituting the record of proceedings upon which the Commission'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, California 90012. The custodian of such documents and materials shall be the Section Head of the Special Projects Section, Department of Regional Planning.

**BASED ON THE FOREGOING, THE REGIONAL PLANNING COMMISSION CONCLUDES THAT:**

Regarding the Coastal Development Permit:

- A. The proposed development is in conformity with the certified local coastal program.
- B. The proposed development, located between the nearest public road and the sea or shoreline of any body of water located within the coastal zone, is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the Public Resources Code.

Regarding the Conditional Use Permit:

- A. The proposed development at the requested location will not:

1. Adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area, or
  2. Be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site, or
  3. Jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.
- B. The proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this Title 22, or as is otherwise required in order to integrate said use with the uses in the surrounding area.
- C. That the proposed site is adequately served:
1. By highways or streets of sufficient width, and improved as necessary to carry the kind and quantity of pedestrian, bicycle, and vehicle traffic such use would generate; and
  2. By other public or private service facilities as are required.

Regarding the Parking Permit:

- A. That there will be no need for the number of vehicle parking spaces required by Part 11 of Chapter 22.52 because:
1. The nature of the use is such that there is a reduced occupancy.
- B. That there will be no conflicts arising from special parking arrangements allowing shared vehicle parking facilities, tandem spaces, or compact spaces because:
1. Vehicle parking facilities using tandem spaces will employ valets or will utilize other means to insure a workable plan.
- 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.
- 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.

Regarding the Variance:

- A. There are special circumstances or exceptional characteristics applicable to the property involved, such as size, shape, topography, location or surroundings,

which are not generally applicable to other properties in the same vicinity and under identical zoning classification; and

- B. Such variance is necessary for the preservation of a substantial property right of the applicant such as that possessed by owners of other property in the same vicinity and zone; and
- C. the granting of the variance will not be materially detrimental to the public welfare or be injurious to other property or improvements in the same vicinity and zone; and
- D. That the variance is consistent with the Local Coastal Program including the land use category of the Specific Plan and the public access and recreation policies of the Coastal Act; and
- E. That there would be no adverse impact on the environment.

**THEREFORE, THE REGIONAL PLANNING COMMISSION:**

1. Certifies that the Final EIR for the project was completed in compliance with CEQA and the State and County CEQA Guidelines related thereto; certifies that it independently reviewed and considered the information contained in the Final EIR, and that the Final EIR reflects the independent judgment and analysis of the Commission as to the environmental consequences of the Project; adopts the Findings of Fact and Statement of Overriding Considerations and the MMRP; finds that the MMRP is adequately designed to ensure compliance with the mitigation measures during the Project implementation, and finds that the unavoidable significant effects of the Project after adoption of said mitigation measures are as described in those Findings of Facts and Statements of Overriding Considerations; and determines that the remaining, unavoidable environmental effects of the Project have been reduced to an acceptable level and are outweighed by specific health, safety, economic, social, and/or environmental benefits of the Project as stated in the Findings of Fact and Statement of Overriding Considerations.
2. Approves Coastal Development Permit No. 201300003, Conditional Use Permit No. 201300166, Parking Permit No. 201300012, and Variance No. 201300004, subject to the attached conditions.

**ACTION DATE: August 26, 2015**

**VOTE: 5:0:0:0**

Concurring: Valadez, Louie, Pincetl, Pedersen, Modugno

Dissenting: 0

Abstaining: 0

Absent: 0

SZD:KAF  
August 26, 2015

c: Each Commissioner, Zoning Enforcement, Building and Safety

**CONDITIONS OF APPROVAL  
COUNTY OF LOS ANGELES  
PROJECT NO. R2013-01647-(4)  
COASTAL DEVELOPMENT PERMIT NO. 201300003  
CONDITIONAL USE PERMIT NO. 201300166  
PARKING PERMIT NO. 201300012  
VARIANCE NO. 201300004**

**PROJECT DESCRIPTION**

The project includes the following components: 1) demolition of all existing facilities and removal of existing vegetation from the development area; 2) construction of approximately 83,253 square feet of commercial, retail, restaurant, office, marine commercial, and boater- and community-serving space contained in eight (8) buildings, with associated parking, signage, and landscaping; 3) open-air dry boat storage for up to 56 boats and mast up storage for up to 13 boats; 4) a 28-foot-wide public waterfront promenade; 5) the realignment of the Marvin Braude Bike Path through the project site; and 6) a public plaza 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. 9, 10, and 13. Notwithstanding the foregoing, this Condition No. 2 and Condition Nos. 4, 5, 8, and 10 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 reasonably 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 reasonably 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 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.
9. 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 \$4,000.00. 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 20 annual 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.

10. Within five (5) working days from the day after the appeal period ends, the permittee shall remit processing fees at the County Registrar-Recorder/County Clerk Office, 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 Wildlife 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 \$3,144.75 (\$3,069.75 for an Environmental Impact Report plus \$75.00 processing fee.) No land use project subject to this requirement is final, vested or operative until the fee is paid.
11. The permittee shall comply with all mitigation measures identified in the Mitigation Monitoring and Reporting Program ("MMRP"), which are incorporated by this reference as if set forth fully herein.
12. 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 MMRP and agrees to comply with the mitigation measures imposed by the Environmental Impact Report 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.
13. 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 MMRP. The permittee shall replenish the mitigation monitoring account if necessary until all mitigation measures have been implemented and completed.
14. 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.

15. All development pursuant to this grant must be kept in full compliance with the County Fire Code to the satisfaction of the Fire Department.
16. All development pursuant to this grant shall conform with the requirements of the County Department of Public Works to the satisfaction of said department.
17. All development pursuant to this grant shall comply with the requirements of Title 22 of the County Code 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 of Regional Planning ("Director").
18. The permittee shall maintain the subject property in a neat and orderly fashion. The permittee shall maintain free of litter all areas of the premises over which the permittee has control.
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 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 conformance with the plans marked Exhibit "A." If changes to any of the plans marked Exhibit "A" 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 by **October 25, 2015**.
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 substantially conform to the originally approved Exhibit "A". All revised plans must be accompanied by the written authorization of the property owner(s) and applicable fee for such revision.

#### **PERMIT SPECIFIC CONDITIONS – COASTAL DEVELOPMENT PERMIT**

22. Prior to the issuance of a building permit for the Project, the permittee shall return to the Design Control Board ("DCB") for said Board's final approval of project design, signage, landscaping, lighting, building colors and materials palette, and public amenities (concerning final design details of the public waterfront

promenade including seating areas, lighting standards, decorative paving and railing, the public plaza, and other hardscape areas and design elements).

23. Within sixty (60) days of the DCB's final design approval, the permittee shall submit to the Director for review and approval **three (3) copies** of signage plans depicting the location, size, and height of all proposed project signage, including, but not limited to, identification signage, regulatory signage, and wayfinding signage. Said signage shall be designed and installed on the subject property in accordance with the requirements of the Marina del Rey Local Coastal Program. The Director shall not approve signage plans until the plans have been first approved by the DCB.
24. The permittee shall provide signage at bulkhead entrance points and at conspicuous locations along the length of the promenade identifying the access ways as public. Seating areas shall be provided along the promenade. Wayfinding signage providing directions to the public waterfront promenade, adjacent docks, and the planned WaterBus stop shall be posted at conspicuous locations throughout the Project Site.
25. Within (60) days of the DCB's final design approval, the permittee shall submit to the Director for review and approval **three (3) copies** of a landscaping and lighting plan, depicting the size, type and location of all proposed landscaping and lighting on the site as well as all proposed irrigation. Said plans shall also include details for the public waterfront promenade, including surfacing materials, lighting, benches and other proposed facilities. The permittee shall be prohibited from including exotic invasive plants or other species that are incompatible with the restored wetland and upland park. The Director shall not approve landscaping plans until the plans have been first approved by the DCB.
26. Outside lighting shall be so arranged to prevent glare or direct illumination onto any adjacent properties and shall be subject to the requirements and approval of the DCB.
27. Final construction materials, lighting, and landscaping used in the construction and operation of the hotel and appurtenant facilities shall be treated and operated to reduce potential for bird strikes.
28. The permittee shall comply with the requirements of the tree trimming and removal policies identified in the Marina del Rey Land Use Plan.
29. A minimum of 462 parking spaces shall be provided on-site, developed in compliance with Chapter 22.52, Part 11 of the County Code and in substantial conformance with the approved parking plan on-file (marked Exhibit "A"). On-site tandem parking spaces are authorized to be valet-managed for use by patrons of the on-site businesses. On-street parking and parking in access driveways shall be prohibited.

30. The permittee shall provide at least 100 bicycle parking spaces consistent with the requirements of Part 11 of Chapter 22.52.
31. In accordance with the archaeology report submitted with the application for development, resources found in the area planned for development shall be collected and maintained at the nature center planned at the wetland preserve (Area D), or at the Los Angeles County Natural History Museum or as otherwise required by State law.
  - The applicant shall notify the Office of State Historic Preservation and the Native American Heritage Commission of the location of the grading proposed, the proposed extent of the grading and the dates on which the work is expected to take place.
  - The applicant shall notify the State Historic Preservation Office, and the Department of Regional Planning if any resource is discovered during any phase of development, and the applicant shall submit a recovery program as an amendment to the permit.
  - In the event of discovery of Native American remains or of grave goods, §7050.5 of the Health and Safety Code, and §5097.94, §5097.98 and §5097.99 of the California Public Resources Code shall apply.
32. Prior to commencement of grading, the permittee shall provide evidence that it has notified the Office of State Historic Preservation and the Native American Heritage Commission of the location of the proposed grading, the proposed extent of the grading and the dates on which the work is expected to take place.
33. All ground- and roof-mounted equipment shall be fully screened from public view. All roof-mounted facility screening materials shall be constructed of high quality building materials and shall be fully integrated into the building architecture.
34. All necessary Public Works facilities and infrastructure shall be provided for the project prior to the County's issuance of a Certificate of Occupancy for the project, to the satisfaction of the Director of the Department of Public Works. All project infrastructure shall be designed and constructed in an environmentally sensitive manner, in full conformance with County Department of Public Works' requirements to the satisfaction of said Department, and shall follow the design and recreation policies of the certified Local Coastal Program, including landscaping standards required by the DCB.
35. The permittee shall follow the requirements for storm drain design and construction stated in Marina del Rey Specific Plan.
36. Structural stormwater BMPs shall be inspected, cleaned, and repaired as necessary to ensure proper functioning for the life of the development.

37. The permittee shall establish a functional Transportation Demand Management (TDM) program or shall participate in an existing TDM program. Viable TDM components may include, but shall not be limited to:

- Carpools
- Ridesharing
- Vanpools
- Increase use of bicycles for transportation
- Bicycle racks
- Preferential parking for TDM participants
- Incentives for TDM participants
- Disincentives

Said TDM program shall follow the guidelines in the Transportation Improvement Program contained in Appendix G of the Marina del Rey Local Coastal Program. An annual report on the effectiveness of the TDM program shall be submitted to the Director for each of the first three years following receipt of the certificate of occupancy. Following this three year period, the frequency of report preparation shall be at the discretion of the Director.

38. Project development shall conform to the phasing schedules in the certified Local Coastal Program. The phasing schedules include requirements for the existing Marina, circulation and public recreation improvements and infrastructure.
39. The permittee shall incorporate water-conserving devices and technologies into the project, in compliance with local, state and/or federal regulations controlling same, to the satisfaction of the Director of the Department of Public Works.
40. Security lighting shall be low intensity, shielded, at low height, and directed downward.
41. The permittee shall keep a log indicating the date and time of all scheduled outdoor events that take place on the premises. Said log shall be made available upon request for inspection by Regional Planning staff.
42. The height of the proposed dry boat storage racks and boats contained therein shall be limited to 25 feet for the stalls that are located adjacent to the public sidewalk.
43. A copy of these conditions shall be kept in the permittee's management office and shall be made available to all enforcement personnel upon request.

#### **PERMIT SPECIFIC CONDITIONS - PARKING PERMIT**

44. The valet management parking system shall be reviewed annually to determine effectiveness. In the event that such programs are terminated or unsuccessful, the

property owner shall supply the required parking; or propose an alternative program through an REA.

45. Where tandem parking is proposed for nonresidential uses, there shall be valets or other persons employed to assist in the parking of automobiles. The ratio of valets to parking spaces shall be established. The parking of automobiles by valets on public streets shall be prohibited. Each tandem parking space shall be eight feet wide; the length of the space shall be 18 feet for each automobile parked in tandem. Parking bays shall contain only two parking spaces where access is available from only one end. Bays of four parking spaces may be permitted where access is available from both ends.
46. In the event that any permittee and/or property owner is unable to comply with the provisions of the parking permit, the use for which permit has been granted shall be terminated, reduced, or removed unless some other alternative method to provide the required parking is approved by the director.

#### **PROJECT SITE SPECIFIC CONDITIONS**

47. The permittee shall comply with all conditions set forth in the attached County Fire Department letter dated August 11, 2015.
48. The permittee shall comply with all conditions set forth in the attached County Public Health letter dated December 20, 2013.
49. The permittee shall comply with all conditions set forth in the attached County Public Works Department Letter dated August 25, 2015

#### **Attachments:**

Mitigation Monitoring and Reporting Program  
Fire Department Letter dated August 11, 2015  
Public Health Department Letter dated December 20, 2015  
Public Works Department Letter dated August 25, 2015



**COUNTY OF LOS ANGELES FIRE DEPARTMENT  
FIRE PREVENTION DIVISION**

Land Development Unit  
5823 Rickenbacker Road  
Commerce, CA 90040  
Telephone (323) 890-4243, Fax (323) 890-9783

PROJECT: CUP R2013-01647

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**THE FIRE DEPARTMENT RECOMMENDS APPROVAL OF THIS PROJECT AS  
PRESENTLY SUBMITTED WITH THE FOLLOWING CONDITIONS OF  
APPROVAL.**

**CONDITIONS OF APPROVAL – ACCESS**

1. Access as noted on the Site Plan shall comply with Section 503 of the Title 32 (County of Los Angeles Fire Code), which requires an all-weather access surface to be clear to sky.
2. All proposed buildings shall be places such that a fire lane is provided to within 150 feet of all exterior walls of the first story. This measurement shall be by an approved route around the exterior of the building or facility. Verification for compliance will be performed during the Fire Department review of the architectural plan prior to building permit issuance.
3. The on-site private driveways intended for fire apparatus access, fire lane, shall provide a minimum paved unobstructed width of 26 feet, clear to the sky. Verification for compliance will be performed during the Fire Department review of the architectural plan prior to building permit issuance.
4. Commercial and high density residential buildings being served by a 26 feet wide fire lane will have a height restriction due to the fire lane width indicated on the Exhibit Map. Such buildings shall not exceed 30 feet above the lowest level of the Fire Department vehicular access road or the building is more than three stories. Buildings exceeding this height shall provide a minimum paved fire lane width of 28 feet. The required fire lane shall be parallel to the longest side of the building between 15 feet and 30 feet from the edge of the fire lane to the building wall.
5. The promenade shall provide a minimum unobstructed fire lane width of 20 feet with an all-weather access surface as specified in the Marina Del Rey Specific Plan within Title 22 (County of Los Angeles Zoning Code). Additional fire lane width will be required adjacent to any required fire hydrants and/or any proposed buildings. Verification for compliance will be performed during the Fire Department review of the architectural plan prior to building permit issuance.



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PROJECT: CUP R2013-01647

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6. The driveways required for fire apparatus access shall be labeled as "Private Driveway and Fire lane" on the Site Plan with the widths clearly depicted. A reciprocal access agreement is required for all private driveways within this development. Verification for compliance will be performed during the Fire Department review of the architectural plan prior to building permit issuance.
7. Any change of direction within a private driveway shall provide a 32 feet centerline turning radius. Verification for compliance will be performed during the Fire Department review of the architectural plan prior to building permit issuance.
8. Any Special Pavement proposed on any of the fire lanes for this development shall be capable to support a live load of 75,000 pounds. Provide a note and clearly delineate on the architectural plans when submitted to the Fire Department for review prior to building permit issuance. Verification for compliance will also be performed prior to occupancy.
9. Vehicular access must be provided and maintained serviceable throughout construction to all required fire hydrants. All required fire hydrants shall be installed, tested, and accepted prior to construction.
10. Install 8 public fire hydrants as noted on the Site Plan. All required fire hydrants shall measure 6"x 4"x 2-1/2" brass or bronze, conforming to current AWWA standard C503 or approved equal.
11. The required fire flow from the public fire hydrants for this development is 2000 gallons per minute at 20 psi for a duration of 2 hours, over and above maximum daily domestic demand. The required fire flow will be verified for accuracy during the Fire Department review of the architectural plan prior to building permit issuance.
12. Prior to building permit issuance, all required fire hydrants shall be bonded for in lieu of installation.



**COUNTY OF LOS ANGELES FIRE DEPARTMENT  
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PROJECT: CUP R2013-01647

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13. Parking shall be restricted 30 feet adjacent to any required public or private fire hydrant, 15 feet on each side measured from the center of the fire hydrant. Adequate signage and/or stripping shall be required prior to occupancy.
14. An approved automatic fire sprinkler system is required for the proposed buildings within this development. Submit design plans to the Fire Department Sprinkler Plan Check Unit for review and approval prior to installation.
15. The driveways required for fire apparatus access shall be posted with signs stating "No Parking-Fire Lane" and/or stripped accordingly in compliance with the County of Los Angeles Fire Code prior to occupancy.
16. All proposed streets and driveways within this development shall provide approved street names and signs. All proposed buildings shall provide approved address numbers. Compliance required prior to occupancy to the satisfaction of the Department of Public Works and the County of Los Angeles Fire Code.

For any questions regarding the report, please contact Juan Padilla at (323) 890-4243 or [Juan.Padilla@fire.lacounty.gov](mailto:Juan.Padilla@fire.lacounty.gov).



JONATHAN E. FIELDING, M.D., M.P.H.  
Director and Health Officer

CYNTHIA A. HARDING, M.P.H.  
Chief Deputy Director

ANGELO J. BELLOMO, REHS  
Director of Environmental Health

TERRI S. WILLIAMS, REHS  
Assistant Director of Environmental Health

5050 Commerce Drive  
Baldwin Park, California 91708  
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December 20, 2013

TO: Anita Gutierrez  
Principal Regional Planning Assistant  
Department of Regional Planning

FROM: Michelle Tsiebos, MPA, REHS *M.T.*  
Environmental Health Division  
Department of Public Health

SUBJECT: CUP CONSULTATION  
PROJECT NO. R2013-01647/ RCUP 201300003  
Marina del Rey Parcel 44 (w/frontage on Admiralty Way, Bali Way and  
Mindanao Way)

- Public Health recommends approval of this CUP.
- Public Health does NOT recommend approval of this CUP.

The Department of Public Health has reviewed the information provided for the project identified above. The CUP is for the proposed development of the waterfront at Marina del Rey parcel 44 with the construction of new commercial retail facilities, and new restaurants among other amenities.

We have no objection to the approval of the CUP contingent upon the following conditions:

**Potable water supply and sewage disposal**

The proposed buildings shall be supplied with potable water through an approved public water system, and wastewater disposal shall be accommodated through public sewer and wastewater treatment facilities as proposed.

The applicant shall submit a current will serve letter from the water purveyor to this Department prior to the public hearing.

**Food Retail Facilities**

The applicant shall comply with all the Department of Public Health requirements relating to the construction and operation of food establishments. Three sets of construction plans for the proposed food establishments shall be submitted to the Department's Plan Check Program for review and approval prior to issuance of any building permits. Each proposed food establishment must be issued a Public Health Permit to operate by this Department after construction.

**Noise**

The applicant shall comply with the requirements of the Los Angeles County Noise Control Ordinance as found in Title 12 of the Los Angeles County Code.

If you have any questions about this report, please contact me at (626) 430-5382 or at [mtsiebos@ph.lacounty.gov](mailto:mtsiebos@ph.lacounty.gov).



GAIL FARBER, Director

# COUNTY OF LOS ANGELES

## DEPARTMENT OF PUBLIC WORKS

*"To Enrich Lives Through Effective and Caring Service"*

900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
Telephone (626) 458-5100  
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

August 25, 2015

IN REPLY PLEASE  
REFER TO FILE **LD-4**

TO: Samuel Dea  
Special Projects Section  
Department of Regional Planning

Attention Kevin Finkel

FROM: Art Vander Vis  
Land Development Division  
Department of Public Works

**CONDITIONAL USE PERMIT (CUP) NO. 201300166**  
**COASTAL DEVELOPMENT PERMIT (CDP) NO. 201300006**  
**PROJECT NO. R2013-01647**  
**MARINA DEL REY, PARCEL 44, PIER 44**  
**4675 ADMIRALTY WAY**  
**ASSESSOR'S MAP BOOK NO. 4224, PAGE 8, PARCEL NO. 901**  
**LOTS 722 THROUGH 728, 730 THROUGH 742, AND 744 THROUGH 758**  
**UNINCORPORATED COMMUNITY AREA OF MARINA DEL REY**

Thank you for the opportunity to review the site plan and the zoning permit application for the project located at 4675 Admiralty Way in the unincorporated County community of Marina del Rey. The applicant is requesting authorization for a CUP and a CDP to allow the construction and use of multiple buildings with a buildable area of 82,652-square-feet including 462 parking spaces. The proposed development will include a Trader Joe's market; a two-story, retail store with offices on the second floor; restaurants; boaters' bathroom facilities; and a boat repair shop. The project will also include the development of a waterfront pedestrian promenade along the parcel's bulkhead and realignment of the Marvin Braude Bicycle Path to run parallel to the waterfront pedestrian promenade.

- Public Works recommends approval of this CUP and CDP.
- Public Works does **NOT** recommend approval of this CUP and CDP.

**Upon approval of the site plan, we recommend the following conditions:**

1. Road

- 1.1 Dedicate, through the set aside process, adequate right of way for a corner cut-off (from beginning-of-curb return (BCR) to end-of-curb return (ECR), based on a 35-foot curb-return radius, at the northwest corner of Admiralty Way and Mindanao Way and the southwest corner of Admiralty Way and Bali Way. A fee will be required for the review of the dedication documents.
- 1.2 Dedicate, through the set aside process, an additional 16 feet of road right of way to provide 56 feet of road right of way (from centerline) on Admiralty Way from approximately 195 feet south of the Admiralty Way/Bali Way intersection to the project's proposed main driveway. This dedication is necessary to accommodate the exclusive right-turn lane into the main entrance driveway for the project. A fee will be required for the review of the dedication documents.
- 1.3 Dedicate, through the set aside process, an additional 4 feet of road right of way to provide 44 feet of road right of way (from centerline) on Admiralty Way from the Admiralty Way/Bali Way intersection to approximately 195 feet south of the intersection and from the proposed main entrance driveway to the Mindanao Way/Admiralty Way intersection. A fee will be required for the review of the dedication documents.
- 1.4 Dedicate, through the set aside process, an additional 3 feet of road right of way to provide 30 feet of road right of way (from centerline) on Mindanao Way from the westerly property line of the project to approximately 285 feet west of Admiralty Way. A fee will be required for the review of the dedication documents.
- 1.5 Dedicate, through the set aside process, an additional 14 feet of road right of way to provide 41 feet of road right of way (from centerline) on Mindanao Way from approximately 285 feet west of Admiralty Way to Admiralty Way. A fee will be required for the review of the dedication documents.
- 1.6 Dedicate, through the set aside process, an additional 7 feet of road right of way to provide 34 feet of road right of way (from centerline) on Bali Way from the westerly property line of the project to approximately 285 feet west of Admiralty Way. A fee will be required for the review of the dedication documents.

- 1.7 Dedicate, through the set aside process, an additional 10 feet of road right of way to provide 37 feet of road right of way (from centerline) on Mindanao Way from approximately 285 feet west of Admiralty Way to Admiralty Way. A fee will be required for the review of the dedication documents.
- 1.8 Construct a 35-foot curb-return radius with a curb ramp that meets current Americans with Disabilities Act (ADA) guidelines at the northwest and southwest corners of Admiralty Way and Mindanao Way and the southwest corner of Admiralty Way and Bali Way. Relocate any affected utilities, including the traffic signal poles, as necessary. Relocation of a traffic signal will require a separate traffic signal plan.
- 1.9 Construct an exclusive right-turn lane with adequate base, pavement, curb, gutter, and sidewalk on Admiralty Way to accommodate southbound right-turn movements at the project's main entrance driveway. Relocate any affected utilities.
- 1.10 Construct curb, gutter, and sidewalk 22 feet from the centerline on Mindanao Way from the westerly property line of the project to approximately 285 feet west of Admiralty Way, which is consistent with the site plan. Relocate any affected utilities.
- 1.11 Construct curb, gutter, and sidewalk 30 feet from the centerline on Mindanao Way from approximately 285 feet west of Admiralty Way to Admiralty Way, which is consistent with the site plan. Relocate any affected utilities.
- 1.12 Construct curb, gutter, and sidewalk 33 feet from the centerline on Admiralty Way, along the property frontage, which is consistent with the site plan. Relocate any affected utilities.
- 1.13 Construct curb, gutter, and sidewalk 26 feet from centerline on Bali Way, along the property frontage, which is consistent with the site. Relocate any affected utilities.
- 1.14 Provide a minimum 5-foot-wide sidewalk within the public right of way at all locations along the property frontage. Any above-ground obstructions within the sidewalk area will require sidewalk pop-outs.

- 1.15 Construct driveway approaches at the project site to comply with current ADA guidelines. Relocate any affected utilities. Please note the driveways may need to be depressed at the back of the walk. Any difference in grade as a result of this depression will need to be accommodated on-site.
- 1.16 Construct an 8-foot-wide sidewalk along the south side of Mindanao Way from 285 feet west of Admiralty Way to Admiralty Way. Additionally, it shall be the sole responsibility of the applicant to acquire the off-site dedication/set aside of an additional 4 feet of road right of way to provide 31 feet of road right of way (from centerline) on Mindanao Way to accommodate the new sidewalk.
- 1.17 Median opening modifications will be required along Admiralty Way, Bali Way, and Mindanao Way to accommodate the proposed driveways, the existing driveways at the bike path crossings, and to be consistent with the site plan and the mitigations from the approved traffic impact analysis, to the satisfaction of Public Works and Beaches and Harbor.
- 1.18 Relocate the existing driveway entrance to Parking Lot 5 (Parcel UR) on the north side of Bali Way to align with the project's proposed driveway across the street. The relocation of the existing driveway shall be the sole responsibility of the applicant.
- 1.19 Reconstruct any damaged pavement with asphalt and base from centerline to the edge of gutter on Admiralty Way, Bali Way, and Mindanao Way along the property frontage. Additional pavement reconstruction may be required to properly join the existing pavement beyond the centerline. If Beaches and Harbors requires additional pavement reconstruction beyond the centerline, the applicant will be credited for the additional work from Beaches and Harbors.
- 1.20 Comply with the mitigations and fair share requirements set forth in the approved Traffic Impact Analysis letter from Public Works' Traffic and Lighting Division dated February 27, 2015.
- 1.21 Relocate impacted street lights as a result of the street improvements requirements along the project frontage on Admiralty Way, Bali Way, and Mindanao Way. A street lighting plan will be required. Please contact Traffic and Lighting Division's Street Lighting Section at (626) 300-4705 for design requirements and processing of street lighting plans. A review fee will be required.

- 1.22 Plant street trees along the property frontage of Admiralty Way, Bali Way, and Mindanao Way. On-site trees in the close proximity of the parkway can be substituted in lieu of parkway trees if determined to be acceptable by Public Works and Beaches and Harbors.
- 1.23 Install speed humps in both directions of the approach to the bike path crossing on Mindanao Way and Bali Way, subject to the requirements and approval of Public Works, Beaches and Harbors, and the Fire Department.
- 1.24 Install traffic control devices and pavement markings/enhancements for the bicycle crossing on both Bali Way and Mindanao Way.
- 1.25 Install traffic control devices for pedestrian crossings at the bicycle path on Bali Way and Mindanao Way.
- 1.26 Submit a signing and striping plan to Traffic and Lighting Division for review and approval as a means of mitigating any direct traffic impact along the project frontage and other off-site mitigations as identified in the approved Traffic Impact Analysis letter from Traffic and Lighting Division dated February 27, 2015 (see attached).
- 1.27 Submit a traffic signal plan to Traffic and Lighting Division for review and approval as a means of mitigating any direct traffic impact along the project frontage and other off-site mitigations as identified in the approved Traffic Impact Analysis letter from Traffic and Lighting Division dated February 27, 2015. (See attached)
- 1.28 Submit the impact fees for the Marina del Rey Local Coastal Program to the Public Works Marina del Rey Local Coastal Program Transportation and Improvement Program Account S4M as identified in the attached Traffic and Lighting letter dated February 27, 2015, prior to the issuance of grading permit (see attached).
- 1.29 Submit street improvement plans to Public Works' Land Development Division for review and approval and acquire street plan approval before obtaining a grading permit.
- 1.30 Execute an Agreement to Improve for the street improvements prior to issuance of a grading permit or a building permit, whichever comes first.

For questions regarding the road conditions, please contact Sam Richards of Land Development Division at (626) 458-4921 or [srich@dpw.lacounty.gov](mailto:srich@dpw.lacounty.gov).

2. Drainage/Grading

- 2.1 Submit a grading plan to Public Works for review and approval that complies with the approved hydrology dated August 8, 2014, or the latest revision. The grading plan must show and call out the following items including, but not limited to, construction of all drainage devices and details, paved driveways, elevation and drainage of all pads, MS4 permit and Low-Impact Development (LID) devices (if applicable), and any required landscaping and irrigation systems. Acknowledgement and/or approval from all easement holders may be required.
- 2.2 Acquire permits and/or letters of nonjurisdiction from all State and Federal agencies, as applicable. These agencies may include, but may not be limited to, the California Coastal Commission; State of California Regional Water Quality Control Board; State of California Department of Fish and Game; State of California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR); and the Army Corps of Engineers.
- 2.3 Comply with the LID standards, per County Code Section 12.84.440, in accordance with the LID Standards Manual, which can be found at <http://dpw.lacounty.gov/ldd/web/forms.aspx>.

For questions regarding drainage/grading condition Nos. 2.1 and 2.2, please contact Mr. Richards at (626) 458-4921 or [srich@dpw.lacounty.gov](mailto:srich@dpw.lacounty.gov).

For questions regarding drainage/grading condition No. 2.3, please contact Toan Duong of Land Development Division at (626) 458-4921 or [tduong@dpw.lacounty.gov](mailto:tduong@dpw.lacounty.gov).

3. Waterworks

- 3.1 Construct water system improvements and comply with the requirements of the Los Angeles County Fire Department and Department of Public Works' Waterworks Division, District No. 29. The applicant shall sign and execute an agreement statement and submit design water plans for review and approval prior to the issuance of a grading permit. Applicant fees, per Rules and Regulations of the Los Angeles County Waterworks Districts and the Marina del Rey Water System, will be required for the engineering, inspection, and connection fees (see attached).

For questions regarding the waterworks condition, please contact Tom Eng of Waterworks Division at (626) 300-3355 or [teng@dpw.lacounty.gov](mailto:teng@dpw.lacounty.gov).

Samuel Dea  
August 25, 2015  
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4. Sewer

- 4.1 Dedicate, through the set aside process, adequate sewer easements to the Consolidated Sewer Maintenance District for the continued maintenance and operation of the sewer facilities within the project. The set aside sewer easements shall be 10 feet wide (5 feet on each side of the centerline of the sewer lines). The set aside easements must be recorded prior to the issuance of a grading permit. A review fee will be required for the deed preparation and process.

For questions regarding the sewer condition, please contact Anna Marie Gilmore from Public Works' Sewer Maintenance Division at (626) 300-3360 or [agilmore@dpw.lacounty.gov](mailto:agilmore@dpw.lacounty.gov).

If you have any other questions or require additional information, please contact Ruben Cruz of Land Development Division at (626) 458-4910 or [rcruz@dpw.lacounty.gov](mailto:rcruz@dpw.lacounty.gov).

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Attach.



GAIL FARBER, Director

# COUNTY OF LOS ANGELES

## DEPARTMENT OF PUBLIC WORKS

*"To Enrich Lives Through Effective and Caring Service"*

900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
Telephone (626) 458-5100  
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO  
P O BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

February 27, 2014

IN REPLY PLEASE  
REFER TO FILE T-4

Mr. Ron Hirsch, P.E.  
Hirsch/Green Transportation Consulting, Inc.  
13333 Ventura Boulevard, Suite 204  
Sherman Oaks, CA 91423

Dear Mr. Hirsch:

### **PARCEL 44 REDEVELOPMENT TRAFFIC IMPACT ANALYSIS – OCTOBER 2013 UNINCORPORATED MARINA DEL REY AREA**

As requested, we have reviewed the Traffic Impact Analysis for the proposed Parcel 44 Redevelopment project located at 13443 Bali Way in the unincorporated Marina del Rey area.

We generally agree with the Traffic Impact Analysis that the traffic generated by the proposed project alone will significantly impact the intersections listed below. We further agree no feasible physical improvements are currently available to mitigate the project's specific impact at the intersections. Please ensure these unmitigated impacts are properly described in the project's Environmental Impact Report.

- Lincoln Boulevard at Mindanao Way
- Lincoln Boulevard at Fiji Way

We also generally agree the cumulative traffic generated by the project and related projects in the area will significantly impact the intersections listed below. The proposed improvements at the intersection of Admiralty Way at Via Marina (scheduled construction start date of January 2016), combined with the improvements currently under construction at the intersections of Admiralty Way at Bali Way and Mindanao Way, will provide sufficient roadway capacity to accommodate the cumulative traffic generated by the project and other related projects.

- Admiralty Way at Via Marina
- Admiralty Way at Palawan Way
- Admiralty Way at Bali Way
- Admiralty Way at Mindanao Way

**FILE COPY**

- Washington Boulevard at Ocean Avenue/Via Marina
- Washington Boulevard at Palawan Way

Further, we agree no feasible physical improvements are currently available to mitigate the potential cumulative impacts at the intersection listed below. Please ensure the unmitigated impacts are properly described in the project's Environmental Impact Report.

- Lincoln Boulevard at Bali Way

Lastly, we agree the project shall construct the following improvements as part of its site access requirements:

- Add a second eastbound through lane at the intersection of Mindanao Way at Admiralty Way.
- Construct a new northbound left-turn pocket at the existing median opening along Admiralty Way.
- Construct a southbound deceleration lane on Admiralty Way between Bali Way and the project driveway.
- Construct a pork-chop island at the project.
- Install KEEP CLEAR pavement markings at the existing median opening along Admiralty Way.

These site access improvements shall be designed to accommodate southbound right-turn ingress, southbound right-turn egress, and northbound left-turn ingress movements at the project driveway located along Admiralty Way.

As required by the Marina del Rey Local Coastal Program, the project shall pay the traffic mitigation fee of \$5,690 per p.m. peak-hour trip for Categories I and III improvements. Based on the estimated 411 gross trips generated in the p.m. peak hour, the project's mitigation fee shall be \$2,338,590 with \$654,312 allocated to Category I improvements and the remaining \$1,684,278 allocated to Category III improvements. The payment shall be made to Public Works, Marina del Rey Local Coastal Program Transportation Improvement Program, Account S4M, upon the approval of the project.

The Cities of Culver City and Los Angeles and California Department of Transportation shall be consulted to obtain their concurrence with any potential California Environmental Quality Act impacts within their jurisdictions.

Mr. Ron Hirsch  
February 27, 2014  
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If you have any further questions regarding the review of this document, please contact Mr. Suen Fei Lau of Traffic and Lighting Division, Traffic Studies Section, at (626) 300-4820.

Very truly yours,

GAIL FARBER  
Director of Public Works



DEAN R. LEHMAN  
Assistant Deputy Director  
Traffic and Lighting Division

SFL:la  
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JFF  
SFL

cc: Department of Beaches and Harbors (Barry Kurtz)  
Department of Regional Planning (Anita Gutierrez)  
California Department of Transportation (Cheryl Powell)  
City of Culver City (Charles Herbertson)  
City of Los Angeles (Jay Kim)

bc: Design (Radle)  
Land Development (Narag)  
Programs Development (Dingman)  
Traffic and Lighting (Quintana)

## **4.0 MITIGATION MONITORING AND REPORTING PROGRAM**

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### **INTRODUCTION**

The Mitigation Monitoring Report and Program (MMRP) describes the procedures the applicant and others will use to implement the mitigation measures adopted in connection with the approval of the proposed project and the methods of monitoring such actions. A Monitoring Program is necessary only for impacts which would be significant if not mitigated. The following consists of a monitoring program table noting the responsible agency for mitigation monitoring, the schedule, and a list of all project-related mitigation measures.

### **PURPOSE**

The MMRP has been prepared in conformance with Section 21081.6 of the California Environmental Quality Act (CEQA). It is the intent of this program to: (1) verify satisfaction of the required mitigation measures of the EIR; (2) provide a methodology to document implementation of the required mitigation measures; (3) provide a record of the Monitoring Program; (4) identify monitoring responsibility; (5) establish administrative procedures for the clearance of mitigation measures; (6) establish the frequency and duration of monitoring; and (7) utilize existing review processes wherever feasible.

**Table 4.0-1  
Mitigation Monitoring and Reporting Program Matrix**

Mitigation Measures/Conditions of Approval	Party Responsible for Implementing Mitigation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase	Status
<b>4.3 Biological Resources</b>				
<b>Impact 4.3-1:</b> Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)				
<b>4.3-1:</b> Prior to and during all project-related construction activities, applicant shall strictly comply with all applicable policies contained in Policy Nos. 23 (Marina del Rey Tree Pruning and Tree Removal Policy), 34 (Marina del Rey Leasehold Tree Pruning and Tree Removal Policy), and 37 (Biological Report & Construction Monitoring Requirements) of the certified LCP.	Applicant and subsequent owner(s)	Review of applicable policies contained in Policy Nos. 23, Nos. 34, and Nos. 37	1. County of Los Angeles Department of Regional Planning 2. County of Los Angeles Department of Regional Planning 3. Prior to Construction; Verify During Construction	Ongoing monitoring
<b>4.4 Geology and Soils</b>				
<b>Impact 4.4-1:</b> The project would expose of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction				
<b>4.4-1:</b> Adherence to the design recommendations provided in the Geotechnical study.	Applicant and subsequent owner(s)	Review of building plans	1. County of Los Angeles Building Plan Check Geotechnical Engineer 2. County of Los Angeles Building Plan Check Geotechnical Engineer 3. Prior to Construction	MITIGATION INCORPORATED INTO THE BUILDING PLANS  The mitigation measure must be included on the building plans prior to permits being granted

4.0 Mitigation Monitoring and Reporting Program

Mitigation Measures/Conditions of Approval	Party Responsible for Implementing Mitigation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase	Status
<b>4.4 Geology and Soils (continued)</b>				
<b>Impact 4.4-2:</b> The project would be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse				
4.4-2: Adherence to the design recommendations provided in the Geotechnical study.	Applicant and subsequent owner(s)	Review of grading permits	1. County of Los Angeles Building Plan Check Geotechnical Engineer 2. County of Los Angeles Building Plan Check Geotechnical Engineer 3. Prior to Construction	MITIGATION INCORPORATED INTO THE BUILDING PLANS  The mitigation measure must be included on the building plans prior to permits being granted
<b>Impact 4.4-3:</b> The project would be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property				
4.4-3: Adherence to the design recommendations provided in the Geotechnical study.	Applicant and subsequent owner(s)	Review of grading permits	1. County of Los Angeles Building Plan Check Geotechnical Engineer 2. County of Los Angeles Building Plan Check Geotechnical Engineer 3. Prior to Construction	MITIGATION INCORPORATED INTO THE BUILDING PLANS  The mitigation measure must be included on the building plans prior to permits being granted
<b>4.7 Noise</b>				
<b>Impact 4.7-3:</b> A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from amplified sound systems				
4.7-1: All construction equipment, fixed or mobile, that is utilized on the site for more than two working days 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 residential land uses, temporary portable noise structures shall be built. These barriers shall be located between the piece of equipment and sensitive land uses. As the project is constructed, the use of building structures as noise barrier would be sufficient. The applicant's representative shall spot check to ensure compliance.	Applicant and subsequent owner(s)	Field visit to verify compliance	1. Los Angeles County Building Official 2. Los Angeles County Building Official 3. Ongoing prior and during construction	MITIGATION TO BE COMPLETED PRIOR TO CONSTRUCTION OF THE PROJECT

4.0 Mitigation Monitoring and Reporting Program

Mitigation Measures/Conditions of Approval	Party Responsible for Implementing Mitigation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase	Status
<b>4.7 Noise (continued)</b>				
<p><b>4.7-2:</b> The project applicant shall post a notice at the construction site and along the proposed truck haul route. The notice shall contain information on the type of project and anticipated duration of construction activity, and shall provide a phone number where people can register questions and complaints. The applicant shall keep a record of all complaints and take appropriate action to minimize noise generated by the offending activity where feasible. A monthly log of noise complaints shall be maintained by the applicant and submitted to the County of Los Angeles Department of Public Health.</p>	Applicant and subsequent owner(s)	Field visit to verify compliance	<p>1. Los Angeles County Building and Safety Division</p> <p>2. Los Angeles County Building and Safety Division</p> <p>3. Ongoing prior and during construction</p>	MITIGATION TO BE COMPLETED PRIOR TO CONSTRUCTION OF THE PROJECT
<b>4.10.2 Solid Waste</b>				
<b>Impact 4.10.3-1:</b> The project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.				
<p><b>4.10.3-1:</b> The project proponent shall also provide a Construction and Demolition Debris Recycling and Reuse Plan to recycle, at a minimum, 50 percent of the construction and demolition debris.</p>	Applicant and subsequent owner(s)	Review of Construction and Demolition Debris Recycling Reuse Plan	<p>1. County of Los Angeles Health Department</p> <p>2. County of Los Angeles Health Department</p> <p>3. Prior to construction</p>	<p>MITIGATION TO BE IMPLEMENTED PRIOR TO CONSTRUCTION</p> <p>A Construction and Demolition Debris Recycling Reuse Plan must be developed for the construction activities of the project and approved prior to allocation of demo and grading permits</p>

4.0 Mitigation Monitoring and Reporting Program

Mitigation Measures/Conditions of Approval	Party Responsible for Implementing Mitigation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase	Status
<b>4.10.2 Solid Waste (continued)</b>				
<p><b>4.10.3-2:</b> To reduce the volume of solid and hazardous waste generated by the operation of the project, a solid waste management plan shall be developed by the project applicant. This plan shall be reviewed and approved by the County of Los Angeles Health Department. The plan shall identify methods to promote recycling and re-use of materials, as well as safe disposal consistent with the policies and programs contained within the County of Los Angeles Source Reduction and Recycling Element. Methods shall include locating recycling bins in proximity to dumpsters used by future on-site customers and business operators.</p>	<p>Applicant and subsequent owner(s)</p>	<p>Final Plan Check</p>	<p>1. County of Los Angeles Health Department 2. County of Los Angeles Health Department 3. Prior to Issuance of Occupancy Permits for Each Phase</p>	<p>MITIGATION TO BE IMPLEMENTED PRIOR TO OCCUPANCY A Solid Waste Management Plan must be developed for the operational activities of the project and approved prior to occupancy</p>

4.0 Mitigation Monitoring and Reporting Program

Mitigation Measures/Conditions of Approval	Party Responsible for Implementing Mitigation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase	Status
<b>4.8.4 Traffic/Access</b>				
<b>Impact 4.8-1:</b> The proposed project would conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit				
<p><b>Project Specific Measures – Los Angeles County Intersections:</b></p> <p><b>4.8-1 Admiralty Way and Mindanao Way –</b> Although as shown earlier in Table 4.8-8, the project could result in a significant impact at this intersection during the PM peak hour under the “Existing With Project” scenario, this location was assumed only to be improved with the project-required improvements to the eastbound approach of Mindanao Way for the analysis of potential project-related impacts for that scenario. However, as described earlier in this report, the County is currently underway with, and is nearing completion on, improvements to Admiralty Way that will install new southbound dual left-turn lanes at this intersection. As a result, as further shown in Table 4.8-9, once the ongoing installation of the new dual southbound left-turn lanes is completed, the project’s impacts will become less than significant (during both peak hours). Therefore, no improvements to this intersection (beyond the project-required improvement to eastbound Mindanao Way and the ongoing improvements being installed by the County) are necessary.</p>	County Department of Public Works	No monitoring required	<ol style="list-style-type: none"> <li>1. County Department of Public Works</li> <li>2. County Department of Public Works</li> <li>3. No monitoring phase</li> </ol>	IMPROVEMENTS ARE COMPLETE. NO MITIGATION IS NECESSARY AT THIS INTERSECTION

4.0 Mitigation Monitoring and Reporting Program

Mitigation Measures/Conditions of Approval	Party Responsible for Implementing Mitigation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase	Status
<b>4.8.4 Traffic/Access (continued)</b>				
<p><b>Shared Los Angeles County/Los Angeles City Intersections</b></p> <p>The County Department of Public Works prefers to implement the Marina del Rey roadway improvements funded by the trip mitigation fees as a single major project in order to minimize traffic disruptions and construction time. Therefore, payment of the fee is the recommended mitigation over the partial construction by this project of any major roadway improvements.</p> <p><b>4.8-2a: Lincoln Boulevard and Mindanao Way</b> –The “Revised Set of Intersection Improvements” contained in the updated LCP does not identify any roadway improvements for this location, although the TIP of the prior LCP included an improvement to install a new northbound right-turn only lane on Lincoln Boulevard at Mindanao Way. However, this measure has already been installed, this intersection currently provides exclusive left-turn and right-turn lanes, along with three through lanes, on the northbound approach, a left-turn lane, and three through lanes (including a shared through/right-turn lane) on the southbound approach, dual left-turn lanes along with two through lanes (including a shared through/right-turn lane) for the westbound approach, and two through lanes (including a shared through/right-turn lane) on the eastbound approach (eastbound left turns are prohibited at this intersection). There are no additional rights-of-way available to widen any of the intersection approaches, and as such, no feasible improvements are available at this location.</p>	No implementation required	No monitoring required	No monitoring/enforcement required	NO FEASIBLE MEASURES EXIST TO MITIGATE IMPACTS AT THIS INTERSECTION. APPLICANT SHALL PAY THE REQUIRED COUNTY TRAFFIC MITIGATION FEE TO LACDPW PRIOR TO ISSUANCE OF BUILDING PERMIT.

4.0 Mitigation Monitoring and Reporting Program

Mitigation Measures/Conditions of Approval	Party Responsible for Implementing Mitigation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase	Status
<b>4.8.4 Traffic/Access (continued)</b>				
<p><b>City of Los Angeles Intersections</b></p> <p><b>4.8-3: Lincoln Boulevard and Venice Boulevard</b> – This intersection is already improved with dual left-turn lanes on each approach, in addition to exclusive right-turn only lanes on both the eastbound and westbound approaches (each with right-turn overlap phases concurrent with the northbound and southbound left-turn phases).</p> <p><b>Lincoln Boulevard and Washington Boulevard</b> – Similar to Lincoln Boulevard and Venice Boulevard, this intersection is also currently improved with dual left-turn lanes on each approach, plus exclusive right-turn only lanes (including right-turn overlap phases concurrent with the northbound and southbound left-turn phases) on both the eastbound and westbound approaches.</p> <p><b>Lincoln Boulevard and Marina Expressway</b> – This location is currently improved to provide both dual left-turn and dual right-turn lanes on the westbound approach of the Marina Expressway, as well as dual left-turns for southbound Lincoln Boulevard (left-turns for northbound travel are not permitted at this location).</p>	No implementation required	No monitoring required	No monitoring/enforcement required	NO FEASIBLE MEASURES EXIST TO MITIGATE IMPACTS AT THESE INTERSECTIONS. APPLICANT SHALL PAY THE REQUIRED COUNTY TRAFFIC MITIGATION FEE TO LACDPW PRIOR TO ISSUANCE OF BUILDING PERMIT.

4.0 Mitigation Monitoring and Reporting Program

Mitigation Measures/Conditions of Approval	Party Responsible for Implementing Mitigation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase	Status
4.8.4 Traffic/Access (continued)				
<p>4.8-3 (continued)</p> <p><b>Mindanao Way and Eastbound Marina Expressway</b> – Improvements were recently completed at this intersection to install dual left-turn lanes on the southbound approach of Mindanao Way (onto the eastbound Marina Expressway), while the eastbound approach of the Marina Expressway is flared at the intersection in order to provide an exclusive left-turn lane (in addition to its typical two through lanes).</p> <p><b>Lincoln Boulevard and Jefferson Boulevard</b> – This intersection has recently been reconstructed to substantially enhance its capacity and operations (as mitigation for the adjacent Playa Vista development project), particularly in the northbound and southbound directions, and currently provides an exclusive right-turn only lane on the northbound approach, plus dual left-turn lanes on the southbound approach, and dual left-turn and dual right-turn lanes on the westbound approach.</p>				

4.0 Mitigation Monitoring and Reporting Program

Mitigation Measures/Conditions of Approval	Party Responsible for Implementing Mitigation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase	Status
<b>4.8.4 Traffic/Access (continued)</b>				
<b>Cumulative Traffic Impact:</b>				
<p>The County Department of Public Works prefers to implement the Marina del Rey roadway improvements funded by the trip mitigation fees as a single major project in order to minimize traffic disruptions and construction time. Therefore, payment of the fee is the recommended mitigation over the partial construction by this project of any major roadway improvements. However, should the County decide that some roadway improvement measures are necessary immediately, the following improvements, which are consistent with the improvements identified in the LUP, are recommended:</p> <p><b>4.8-4a:</b> Admiralty Way and Via Marina – Two potential roadway improvement alternatives are identified in the certified LCP to address cumulative traffic impacts at this intersection:</p> <ol style="list-style-type: none"> <li>1. The first roadway improvement alternative (LCP A) includes the installation of a third left-turn lane (in addition to the two existing right-turn only lanes) on the westbound approach of Admiralty Way at Via Marina, and would also convert one of the three existing southbound through lanes to a new left-turn lane (resulting in a final southbound configuration of two left-turn lanes and two through lanes).</li> </ol>	County Department of Public Works	No monitoring required	<ol style="list-style-type: none"> <li>1. County Department of Public Works</li> <li>2. County Department of Public Works</li> <li>3. No monitoring phase</li> </ol>	<p>APPLICANT SHALL PAY THE REQUIRED COUNTY TRAFFIC MITIGATION FEE TO LACDPW PRIOR TO ISSUANCE OF BUILDING PERMIT.</p>

4.0 Mitigation Monitoring and Reporting Program

Mitigation Measures/Conditions of Approval	Party Responsible for Implementing Mitigation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase	Status
<b>4.8.4 Traffic/Access (continued)</b>				
<b>(Mitigation Measure 4.8-4(a) continued)</b>				
<p>1. (continued)</p> <p>The northbound approach of this intersection would remain unchanged, and continue to provide two through lanes and one right-turn only lane. The certified LCP does not identify whether roadway widenings are necessary to implement this improvement.</p> <p>2. The second alternative (LCP B) would reconstruct this intersection to realign Admiralty Way and the south leg of Via Marina to operate as a "through roadway," with the north leg of Via Marina intersecting the realigned Admiralty Way/Via Marina roadway in a "T" configuration. The resulting intersection would include two through lanes in each direction along realigned Admiralty Way/Via Marina, with one westbound right-turn lane and dual eastbound left-turn lanes from this roadway onto the north leg of Via Marina, while the southbound approach of Via Marina at the intersection would provide two left-turn lanes and a single right-turn lane.</p>				

4.0 Mitigation Monitoring and Reporting Program

Mitigation Measures/Conditions of Approval	Party Responsible for Implementing Mitigation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase	Status
<b>4.8.4 Traffic/Access (continued)</b>				
<p><b>4.8-4b Admiralty Way and Palawan Way</b> - There are also two potential roadway improvements identified in the certified LCP to address the cumulative impact at this intersection:</p> <ol style="list-style-type: none"> <li>In addition to the current County improvements to restripe northbound Palawan Way to convert the existing left-turn lane to a shared left-turn/through lane (with the existing shared through/right-turn lane remaining unchanged), and to add a new exclusive westbound right-turn only lane on Admiralty Way, the first improvement alternative (LCP A) would restripe the southbound approach of Palawan Way to convert the existing through lane to a shared left-turn/through lane (but leave the existing left-turn and right-turn lanes unchanged), and would further improve the westbound approach of Admiralty Way to provide an additional through lane (west of the intersection with Palawan Way). This alternative improvement would also convert the new westbound right-turn only lane to a shared through/right-turn lane, to provide a future lane configuration of one left-turn lane, two through lanes, and one shared through/right-turn lane.</li> </ol>	County Department of Public Works	No monitoring required	<ol style="list-style-type: none"> <li>County Department of Public Works</li> <li>County Department of Public Works</li> <li>No monitoring phase</li> </ol>	APPLICANT SHALL PAY THE REQUIRED COUNTY TRAFFIC MITIGATION FEE TO LACDPW PRIOR TO ISSUANCE OF BUILDING PERMIT.

4.0 Mitigation Monitoring and Reporting Program

Mitigation Measures/Conditions of Approval	Party Responsible for Implementing Mitigation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase	Status
<b>4.8.4 Traffic/Access (continued)</b>				
<p><b>(Mitigation Measure 4.8-4(b) continued)</b></p> <p>1. (continued)</p> <p>The eastbound approach would continue to exhibit its current configuration of one left-turn lane, one through lane, and one shared through/right-turn lane. As with the ongoing improvement at this location, due to the proposed "shared through/left-turn lane" configuration for southbound Palawan Way, this alternative will require modification of the existing traffic signal to provide north/south opposed phasing operation.</p>				

4.0 Mitigation Monitoring and Reporting Program

Mitigation Measures/Conditions of Approval	Party Responsible for Implementing Mitigation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase	Status
<b>4.8.4 Traffic/Access (continued)</b>				
<p>(Mitigation Measure 4.8-4(b) continued)</p> <p>2. The second certified LCP roadway improvement alternative (LCP B) is similar to the LCP A alternative described above, and would again modify westbound Admiralty Way to provide a third westbound lane west of the intersection, and convert the new westbound right-turn only lane to a shared through/right-turn lane (again with no changes to the eastbound approach lane configuration). However, this alternative would also restripe northbound Palawan Way to convert the existing shared through/right-turn lane to an exclusive right-turn only lane, while keeping the new shared left-turn/through lane currently being constructed. Additionally, this alternative would modify the southbound approach of Palawan Way to add a second left-turn lane (resulting in a final southbound lane configuration of two left-turn lanes, one through lane, and one right-turn only lane). As with the LCP A alternative, the traffic signal would be modified to operate with opposed north/south phasing.</p>				

4.0 Mitigation Monitoring and Reporting Program

Mitigation Measures/Conditions of Approval	Party Responsible for Implementing Mitigation	Monitoring Action	1. Enforcement Agency 2. Monitoring Agency 3. Monitoring Phase	Status
<b>4.8.4 Traffic/Access (continued)</b>				
<p><b>4.8-4c:</b> Admiralty Way and Bali Way – The LCP improvement to add a second left-turn lane on southbound Admiralty Way at Bali Way, resulting in a final lane configuration for this approach of two left-turn lanes, one through lane, and one shared through/right-turn lane is currently under construction, and no further improvements are proposed.</p>	<p>County Department of Public Works</p>	<p>No monitoring required</p>	<p>1. County Department of Public Works 2. County Department of Public Works 3. No monitoring phase</p>	<p>APPLICANT SHALL PAY THE REQUIRED COUNTY TRAFFIC MITIGATION FEE TO LACDPW PRIOR TO ISSUANCE OF BUILDING PERMIT.</p>
<p><b>4.8-4d:</b> Admiralty Way and Mindanao Way – In addition to the ongoing improvements to this intersection being installed by the County to provide a second southbound left-turn lane on Admiralty Way at Mindanao Way, and the project-required improvement to widen the south side of Mindanao Way to install a new shared through/right-turn lane on the eastbound approach of this street (and convert the current shared through/right-turn lane to a shared left-turn/through lane) described earlier (which is also part of the overall LCP improvement at this location), the remaining LCP improvements at this intersection would restripe the westbound approach of Mindanao Way to convert the existing shared left-turn/through lane to a shared left-turn/through/right-turn lane. The traffic signal phasing at this location will continue to exhibit the current east-west “split” phase operations, due to the proposed new eastbound/westbound lane configurations.</p>	<p>County Department of Public Works</p>	<p>No monitoring required</p>	<p>1. County Department of Public Works 2. County Department of Public Works 3. No monitoring phase</p>	<p>APPLICANT SHALL PAY THE REQUIRED COUNTY TRAFFIC MITIGATION FEE TO LACDPW PRIOR TO ISSUANCE OF BUILDING PERMIT.</p>