Regional Planning Commission Transmittal Checklist

Hearing Date
3/25/2015
Agenda Item No.
6

Project Number: R2013-02884-(4)

Case(s): Coastal Development Permit Case No. 201300002
Environmental Assessment Case No. 201300246

Planner: Kevin Finkel

- ☒ Project Summary
- ☒ Property Location Map
- ☒ Staff Analysis
- ☐ Draft Resolution / Draft Ordinance / 8.5x11 Map (ZC or PA)
- ☒ Draft Findings
- ☒ Draft Conditions
- ☒ Burden of Proof Statement(s)
- ☒ Environmental Documentation (ND / MND / EIR)
- ☐ Correspondence
- ☒ Photographs
- ☐ Aerial Image(s)
- ☒ Land Use/Zoning Map
- ☐ Tentative Tract / Parcel Map
- ☒ Site Plan / Floor Plans / Elevations
- ☒ Exhibit Map
- ☐ Landscaping Plans
- ☒ Design Control Board Minutes

Reviewed By: _____

Department *of* Regional Planning
320 West Temple Street
Los Angeles, California 90012

PROJECT NUMBER
R2013-02884-(4)

HEARING DATE
March 25, 2015

REQUESTED ENTITLEMENTS
Coastal Development Permit No. 201300002
Environmental Assessment No. 201300246

PROJECT SUMMARY

OWNER / APPLICANT
Harbor Real Estate, LP.

MAP/EXHIBIT DATE
04/01/213

PROJECT OVERVIEW

Coastal Development Permit (CDP) for demolition of one 770 square foot restroom facility located at the north eastern portion of the site and construction of a new 921 square foot restroom facility just east of the fire lane closest to the water, conversion of a second existing 770 square foot restroom located on the west side of the fire lane to a marine commercial space. The project also includes construction of a new storage garage totaling 4,383 square feet to accommodate sixteen automobiles (3,916 square feet) and six boater storage units (467 square feet) along the western parcel edge in the Marine Commercial Zone pursuant to County Code Section 22.46.1110.

LOCATION
13555 Fiji Way, Marina del Rey

ACCESS
Fiji Way

ASSESSORS PARCEL NUMBER(S)
4224-010-900

SITE AREA
4.2 Acres

GENERAL PLAN / LOCAL PLAN
Marina del Rey Local Coastal Program

ZONED DISTRICT
Playa Del Rey Zoned Dsitrct

LAND USE DESIGNATION
Marine Commercial with waterfront overlay

ZONE
Marina del Rey Specific Plan

PROPOSED UNITS
N/A

MAX DENSITY/UNITS
N/A

COMMUNITY STANDARDS DISTRICT
N/A

ENVIRONMENTAL DETERMINATION (CEQA)
Mitigated Negative Declaration

KEY ISSUES

- Consistency with the Marina del Rey Local Coastal Program Plan
- Satisfaction of the following Section(s) of Title 22 of the Los Angeles County Code:
  - 22.56.2320 (Coastal Development Permit Burden of Proof Requirements)

CASE PLANNER:
Kevin Finkel

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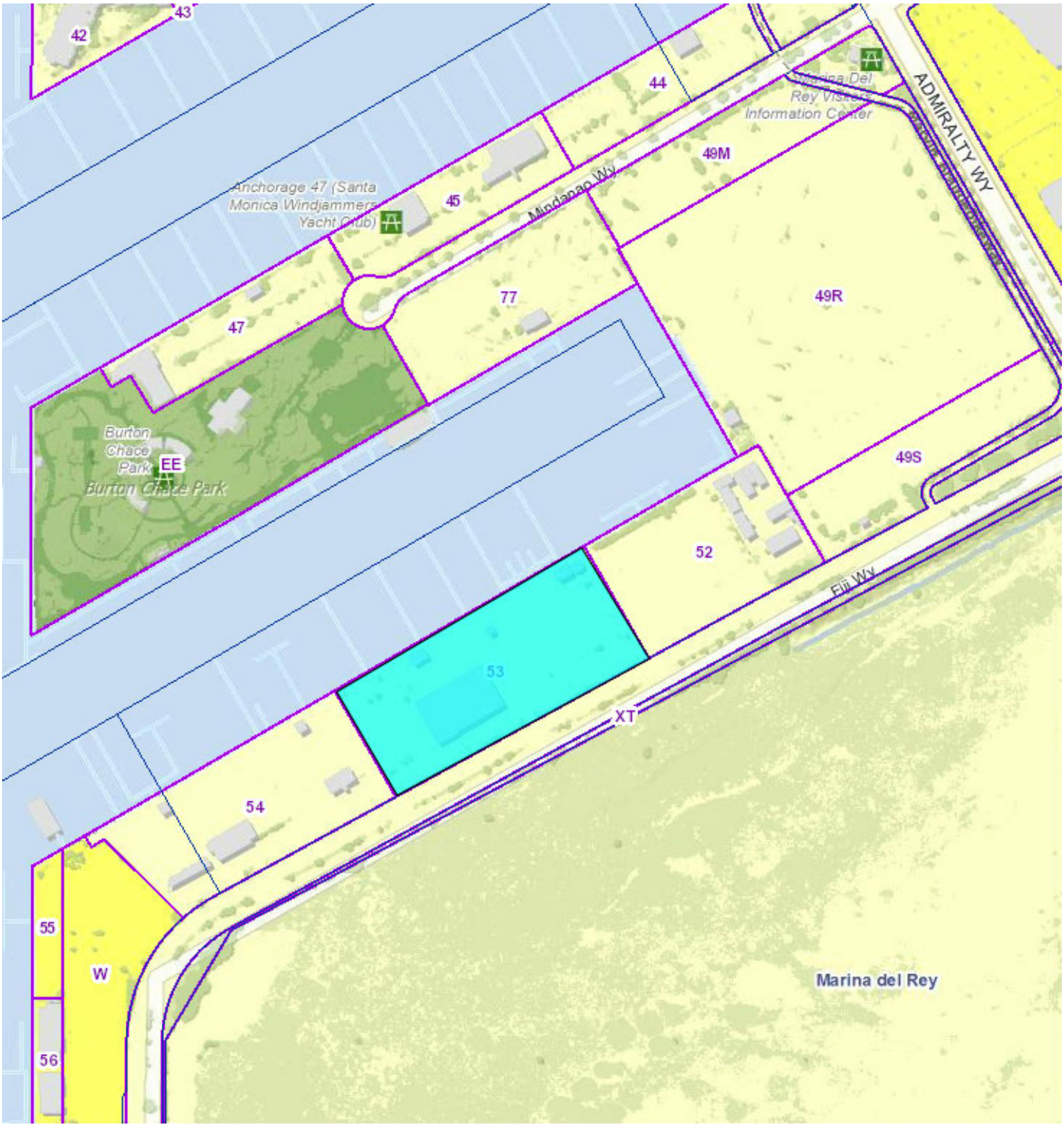

Vicinity Map

Marina del Rey Lease Parcel 53

Printed: Mar 11, 2015

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0 600

Feet

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ENTITLEMENTS REQUESTED

- Coastal Development Permit ("CDP") for the following improvements at an existing boat repair/maintenance facility: (1) the demolition of an existing 770-square-foot restroom facility and construction of a new 921-square-foot restroom facility; (2) the conversion of a second existing 770-square-foot restroom to a marine commercial space; (3) the construction of a new storage garage totaling 4,074 square feet to accommodate sixteen automobiles (3,650 square feet) and six boater storage units (424 square feet); (4) the addition of 29 new parking spaces (15 standard spaces and 14 compact spaces); (5) pavement repair and replacement; (6) new fencing; (7) improvements to the waterfront promenade; (8) a new business identification sign; and (9) landscaping and sidewalk improvements along Fiji Way and in the parking areas in the Marine Commercial Zone pursuant to County Code Section 22.46.1110.

PROJECT DESCRIPTION

The applicant, Harbor Real Estate, LP, is requesting a CDP to demolish an existing 770-square-foot restroom facility located on the northeastern portion of the project site and to construct a new 921-square-foot restroom facility along the waterfront side of the parcel just east of the existing fire lane. The project would also convert an existing second 770-square-foot restroom facility located west of the fire lane into a marine commercial space. Additionally, the project would construct a new 4,074-square-foot storage garage that will accommodate sixteen automobiles (3.650 square feet) and six boater storage units (424 square feet) for use by boaters along the western edge of the parcel. Finally, the project would provide 29 new parking spaces (15 standard and 14 compact) for a total of 138 parking spaces, replace an existing monument sign with a new business identification sign, repair and replace on-site paving, install new fencing, improve the existing waterfront promenade by installing concrete pavers and new decorate guard rails and gangway access gates, and make improvements to existing landscaped areas along the Fiji Way front and in the parking areas.

The project site (also known as Parcel 53) is approximately 4.2 acres in size and is located at 13555 Fiji Way in the unincorporated community of Marina del rey.

EXISTING ZONING

The subject property is zoned Specific Plan in the Playa del Rey Zoned District. Land use and zoning within Marina del Rey is established by the Marina del Rey Local Coastal Program ("LCP"). The LCP is comprised of two components, the Marina del Rey Land Use Plan ("LUP") and the Marina del Rey Specific Plan, which functions as the Local Implementation Plan ("LIP"). Specific Plan zones the subject property Marine Commercial with a waterfront overlay.

Surrounding properties are zoned as follows:
North: Open Space, Water
South: Open Space, A-1-1 (Light Agricultural, 1 Acre Required Minimum Lot Area)
East: Boat Storage, Water
West: Marine Commercial, Parking, Water

EXISTING LAND USES

The subject property is currently developed with the Boatyard business consisting of a boat repair/maintenance facility and associated office, restroom, and parking facilities.

Surrounding properties are developed as follows:
North: Burton W. Chace Park, water (Basin H)
South: Ballona Wetlands (Area A)
East: Parking lot and offices, launch ramp, water (Basin H)
West: Boat repair and maintenance facility, parking lot

PREVIOUS CASES/ZONING HISTORY

- Plot Plan 12013 approved seismic upgrades to existing on-site structures in June 2000.

ENVIRONMENTAL DETERMINATION

The Los Angeles County ("County") Department of Regional Planning recommends that a Mitigated Negative Declaration is the appropriate environmental documentation under the California Environmental Quality Act (CEQA) and the County environmental guidelines. The Initial Study concluded that there are certain potentially significant environmental impacts associated with the project that can be reduced to less than significant with the implementation of the proposed mitigation measures. The Initial Study and the draft Mitigation Monitoring and Reporting Program are included as an attachment to this report.

The areas of environmental impact found to be less than significant with project mitigation incorporated include the following:

- Geology/Soils. The Initial Study prepared for the proposed project identified the project site as being located within potentially liquefiable areas as identified by the State of California in its Seismic Hazard Zones map and as being located in an area identified as having a high groundwater level. Accordingly, impacts related to seismic-related ground failure including liquefaction, lateral spreading, and settlement are considered potentially significant. To provide acceptable bearing support without triggering significant long-term settlement within the underlying soils and mitigate the potentially significant impacts, the proposed project will utilize a geofoam underneath the mat foundation of the proposed restroom structure.

STAFF EVALUATION

<u>Marina del Rey Local Coastal Program Consistency</u>

The project site is located within the Marine Commercial land use category with a Waterfront Overlay Zone of the LUP. This designation is intended to allow coastal-related and coastal-dependent land and water uses, including storage and repair of boats and other marine support facilities. Permitted uses include marine chandleries and ancillary uses associated with boat launching and boat repair yards. 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. The project components, including a new restroom, establishment of new marine commercial space, the construction of a new storage garage for boater parking and storage and other aesthetic upgrades to the Project Site is consistent with the marine commercial designation as the proposed improvements serve boaters. Therefore, the proposed project is consistent with the underlying land use category.

The following policies of the LUP are applicable to the proposed project:

A.1. Shoreline Access

- *Policy 2. Existing public access to the shoreline or water front shall be protected and maintained. All development shall be required to provide public shoreline access consistent with Policy 1.*

  Existing public access to the water front will be protected and improved. Currently, 25 percent of the existing waterfront pedestrian promenade along the project site is accessible to the public. This segment of the promenade is improved with a mix of concrete and asphalt paving. As part of the proposed project, the applicant will maintain public access to this segment of the promenade and improve its aesthetic character by removing the existing concrete and asphalt and installing new concrete pavers. Further, the property owner is replacing the existing promenade guard rail with a new decorative guard rail and is replacing the existing dock access gates with new decorative access gates.

- *Policy 4. All development in the existing Marina, other than as set forth above, shall provide for public access from the first public road to the shoreline along all fire roads and across all dedicated open space areas consistent with the Shoreline Access Improvements, shown on Map 4.*

  The project site is currently flanked by fire access roads on both its west and east sides. These roads provide clear, unimpeded access from Fiji Way to the bulkhead and the waterfront public promenade. These access roads will be maintained after project implementation, consistent with this policy.

- *Policy 11. The County has improved pedestrian travel along the public roads and mole roads in Marina del Rey. To encourage pedestrian travel, the County now requires development projects to widen sidewalks from five to eight feet along their frontage of Admiralty Way, Via Marina, and Fiji Way. Also, the County (e.g. Fiji Way) now requires developments to provide a five-foot sidewalk along their mole road frontage. To further increase pedestrian travel, the County has added new pedestrian crosswalks with traffic signal protection across Admiralty Way at the west leg of Mindanao Way, at the Marvin Braude Bike Trail crossing of Admiralty Way at the library (Parcel 40), at the Fire Station (Parcel 129) and at Parcel 125.*

Implementation of the proposed project would encourage pedestrian travel along Fiji Way by widening the existing sidewalks along the project site's Fiji Way frontage. Presently, this stretch sidewalk is five feet wide. The proposed project would implement a wave-patterned expansion of the sidewalk width by up to five feet, nine inches, consistent with this policy.

A.3. Recreational Boating

- *Policy 1.* ***Recreational Boating a Top Priority****. Recreational boating shall be emphasized as a priority use throughout the planning and operation of the Marina. To help achieve this goal, the Plan shall strive to ensure that adequate support facilities and services are provided including, but not limited to, the following: boat slips, a fueling dock, boat repair yards, boat dry storage yards, launch ramps, boat charters, day-use rentals, equipment rentals and on-going maintenance of the marina harbor and entrance channel, bulkhead repair, pollution control, safety and rescue operations, and sufficient parking for boaters. Emphasis shall be given to providing water access for the small boat owner through provision of public ramp facilities.*

The proposed project directly supports this priority policy of the LUP. The existing facility is operated as a boat repair/maintenance yard. The proposed project would make a number of improvement to this facility including a new restroom, establishment of new marine commercial space, and the construction of a new storage garage for boater parking and storage. These improvements would augment an existing boater-support facility with improved amenities. Additionally, the proposed project would make a number of aesthetic improvements to the subject property including new decorative guard rails, access gates, and new waterfront promenade surface materials. Accordingly, the proposed project would improve the experience of boaters accessing the Marina through this property.

- *Policy 4. At a minimum, the existing operating boating-related support facilities and services shall be maintained for the boating public. These facilities shall include, but are not limited to, the fuel dock on parcel 1, boat repair yards on parcels 53 and 54, the County launch ramp, mast-up storage and support parking on Parcel 49. With the exception of the facilities located on parcels 1, 54, and 56, which shall not be displaced, boating facilities may be relocated in conjunction with development so long as the same or larger boating facility is replaced within the Marina. Any project which relocates an existing coastal dependent boating use, including but not limited to boat launching, boat storage, boater parking or boater access, shall be phased so that said use is replaced within the Marina before the development which displaces it may commence.*

The subject property is currently operating as a boat repair/maintenance yard. The proposed project would continue the operation of this boating-related support facility and augment its amenities by adding a new restroom, establishing a new marine commercial space, and constructing a new storage garage for boater parking and storage. The proposed project is consistent with this policy.

B.5. Important Biological Resources

- *Policy No. 34 – Marina del Rey Leasehold Tree Pruning and Tree Removal Policy. To establish guidelines within Marina del Rey for the pruning and removal of trees in accordance with the federal Migratory Bird Treaty Act and California Fish and Game Code, and to ensure the long-term protection of breeding, roosting and nesting habitats of federal and state-listed species, California Species of Special Concern, and colonial waterbirds. To provide Lessees with guidelines and procedures for tree pruning and/or tree removal on leaseholds located in Marina del Rey in consideration of the colonial waterbird species, as the term is defined in Section 4.12 of this policy, and the desire to reduce or eliminate impacts to their nesting habitats.*

At present, there are no known nesting trees currently located on the project site. Further, no trees would be removed as part of the Proposed Project. Therefore, the Proposed Project is consistent with this policy.

C.8. Land Use Plan

- *Policy 2. Lessees shall be encouraged to replace structures and facilities which are physically or economically obsolete.*

The subject property is currently operating as a boat repair/maintenance yard and was originally established in 1964. The applicant proposes to make upgrades to the existing facility to accommodate the changing needs of customers and improve the experience of boaters at the subject facility. The upgrades include a new restroom, establishing a new marine commercial space, and constructing a new storage garage for boater parking and storage. The proposed project would also make aesthetic improvements to the property including replacing an existing monument sign with a new monument sign, repairing and replacing on-site paving, installing new fencing, improving the existing waterfront public promenade by installing concrete pavers, and making improvements to existing landscaped areas along the Fiji Way front and in the parking areas. The proposed project is consistent with this policy.

- *Policy 4.* ***Design Control Board****. The Design Control Board (DCB), appointed by the Board of Supervisors, shall review all new development proposals, including renovations, for consistency with the Manual for Specifications and Minimum Standards of Architectural Treatment and Construction, the Statement of Aims and Policies and the Revised Permanent Sign Controls and Regulations.*

  The Design Control Board shall conduct a conceptual review of the architectural design (i.e. building and façade design) and site planning during the Coastal Development Permit process. Any Design Control Board recommendations to the Regional Planning Commission or Hearing Officer shall be submitted in a timely fashion. Following the Regional Planning Commission's or Hearing Officer's action on Coastal Development Permits, the Design Control Board will have final review of architectural design (i.e. building and façade design, materials, colors),

landscaping and signs based on the site plan approved by the Regional Planning Commission or Hearing Officer.

The DCB recommended approval of the preliminary site plan at its August 21, 2013 meeting. The proposed project, if approved by the Regional Planning Commission will be required to submit to DCB for final design review. Please refer to the full DCB discussion later in this staff report.

Zoning Ordinance and Development Standards Compliance

Pursuant to Part 3 of Chapter 22.46 of the County Code, establishments in the Marina del Rey Specific Plan area are subject to the following development standards:

- **Section 22.46.1060 – Communitywide design guidelines.**

  A. Landscaping. *Landscaping shall include trees and shrubbery, with adequate ground cover to protect the soil. Landscaped borders used to shield obtrusive uses shall have a minimum width of eight feet and shall consist of vegetation of sufficient density to hide the use. Landscaping along site perimeters shall have a minimum width of eight feet and shall allow visual access into the lot, except where the landscaping is being used to screen an obtrusive use. These standards shall be implemented in a manner consistent with all other provisions of the certified LCP to encourage unique site design. Layout, components, and quantity of landscaping for development in the existing Marina shall be subject to approval by the design control board.*

  The existing landscape planters along the southern property line were developed consistent with this requirement. However, as part of this project, the planters are being reduced in width to accommodate the wider sidewalks currently required by the LCP. As the expansion of pedestrian areas throughout Marina del Rey is considered a higher priority policy by the LCP, this implementation is considered consistent with this development standard.

  C. Parking. *Parking standards in Marina del Rey shall be set forth in Part 11 of Chapter 22.52 and Appendix 3 of this Title 22.*

  Based on the mix of office, marine commercial (industrial), warehousing, and boat slip uses on the subject property, the proposed project is required to provide 96 parking spaces to accommodate this mix of uses. The proposed project would provide 138 parking spaces throughout the site in a mix of standard and compact spaces. The 138 spaces are also consistent with all requirements for handicap, standard size, and compact spaces. Therefore, the proposed project is consistent with this development standard.

  D. Signs. *Signs shall be as detailed as possible without becoming unreadable. The DCB specifically regulates signs in the existing Marina through the application of standards set forth in the Board's Revised Permanent Sign Controls and Regulations, a section of the Manual for Architectural Standards,*

certified in 1990 as Appendix C. Signs shall also be regulated by the provisions of Part 10 of Chapter 22.52 of this Title 22 and the design control board's Revised Permanent Sign Controls and Regulations of September 16, 1971 (Appendix C). In the event of a conflict between the design control board's requirements and Title 22, the most restrictive standard shall prevail. Each land use category set out in this Specific Plan shall be subject to the sign standards for a comparable zone designated in Section 22.12.010 of this Title 22. Comparable zones shall be assigned according to the following chart, except that off-premises or outdoor advertising signs shall be prohibited. Marine Commercial shall be equivalent to the C-M zone.

The proposed project includes the installation of a new business identification sign along the Fiji Way front of the subject property. The new sign has approximately 90 square feet of sign area. Appendix C the Manual for Architectural Standards allows the installation of business identification signs per business at each non-contiguous street frontage on the outer face of ornamental garden walls at or near street front property; no additional guidance is provided. Therefore, sign regulations are further restricted by the C-M Zone sign standards in Part 10 of Chapter 22.52 of the Los Angeles County Code.

This sign qualifies as a freestanding business sign in C-M zone and is permitted 150 square feet plus ¾ square foot of sign area for each one foot of street frontage in excess of 100 feet. The subject property has approximately 644 feet of street frontage and is entitled to up to 558 total square feet of permitted sign area. At approximately 90 square feet, the proposed business identification sign is less than the maximum allowed pursuant to Title 22 requirements and therefore is consistent with this development standard.

E.2. View Corridor Requirements. *Parcels located between the water and the first public road shall provide a view corridor allowing uninterrupted views of the harbor from the road to the waterside, at ground level. The design, location and feasibility of view corridors shall be determined by the director and shall be based on the distance from the first public road to the bulkhead, the parcel's land use category, configuration and the intensity of development allowed by the Specific Plan. Where a view corridor is physically feasible, the optimum width of such a view corridor shall be a minimum of 20 percent of the water frontage of the site.*

The proposed project provides view corridors in four segments with uninterrupted views between Fiji Way and the bulkhead. In total, the proposed project provides 179 feet, 8 inches of view corridors. This total width is approximately 28 percent of the width of the entire project site. Therefore, the proposed project provides adequate view corridors as required by this development standard.

- **Section 22.46.1450 – Marine Commercial – Development standards.**

Height. Building height is limited to a maximum of 45 feet, except that dry stack storage uses may be allowed a maximum of 75 feet when allowed by the Site-Specific Development Guidelines;

The LCP limits height on project site to 45 feet. Further, the Site-specific Development Guidelines contained in the LIP allow for additional height up to 75 feet with the provision of an expanded view corridor. None of proposed structures exceed a maximum height of 14 feet and none of the existing structures exceed a maximum height of 38 feet. Therefore, all proposed and existing structures are consistent with the height limitation established on the project site.

Setbacks. Front, rear and side yard setbacks shall be a minimum of five feet, in addition to the required highway and promenade setbacks;

The existing front, side, and rear yard setbacks meet the current standard and are integrated with existing view corridors and accessways along the side yards of the property, and with public open space areas and the promenade along the front and rear yards of the property. Therefore, all proposed and existing structures are consistent with the setback requirements established for the Marine Commercial category.

- **Section 22.46.1880 – Site-Specific Development Guidelines–Mindanao Area**

Pedestrian Promenade. A continuous 28-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. On Parcels 52, 53, and 54, said promenade shall only be constructed along the water if determined to be safe, and access to the waterfront shall be provided along the property line between parcels 52 and 53. A view park shall be constructed in lieu of the promenade when it is determined that a promenade along the water is unsafe at that location. Seating and landscaping shall be provided along the bulkheads consistent with section 22.46.1060 of this Specific Plan.

The existing promenade does not meet the current standard; however, this requirement was not in effect when the uses were established on the property; therefore, this standard does not apply. At present, approximately 25 percent of the bulkhead contains a publicly accessible promenade. Due to safety concerns related to the operation of the existing boat repair/maintenance yard, specifically the boat haul-out area and the proximity to repair and maintenance activities occurring on-site, the remaining portion of the bulkhead has restricted access. However, the project does improve the publicly accessible portion of the promenade by removing existing asphalt paving and concrete, installing concrete pavers in a geometric pattern, and replacing the guard rails and access gates to the gangways with new decorative guard rails and gates. Additionally, an existing fire access road exists on the east side of the subject property, between parcels 53 and 52. This road provides unimpeded access from the sidewalks along the subject property's Fiji Way front to the waterfront bulkhead.

Burden of Proof
The applicant is required to substantiate all facts identified by Section 22.56.2320 of the County Code. The Burden of Proof with applicant's responses is attached. Staff is of the opinion that the applicant has met the burden of proof.

Neighborhood Impact/Land Use Compatibility
The project site is currently developed with a boat repair/maintenance yard. This business provides an important service to the boaters of the Marina and the proposed new restroom facility, marine commercial space, and boater parking and storage facility would improve the amenities available to patrons of the business and boaters who moor their boats at adjacent anchorages. Further, the installation of concrete pavers along the waterfront promenade, the replacement of an existing monument sign, and the widening of the sidewalk along Fiji Way will improve the aesthetic character of the subject property. As such, the proposed project would improve the services provided on-site and provide an aesthetic improvement to the Marina del Rey community. As the proposed project would continue to operate as a boat repair/maintenance yard after project implementation, the proposed project would continue to be compatible with surrounding boat repair/maintenance, launching, and storage facilities.

COUNTY DEPARTMENT COMMENTS AND RECOMMENDATIONS

Public Works – The Los Angeles County Department of Public Works had comments related to road construction and grading. The Department cleared the project for hearing with recommended conditions of approval. Letter dated March 2, 2015.

Fire Department – The Los Angeles County Fire Department had comments related to access and water. The Department cleared the project for hearing with recommended conditions of approval. Letter dated October 15, 2014.

Public Health – The Los Angeles County Department of Public Health recommended approval of the project with recommended conditions of approval. Letter dated August 5, 2014.

Marina del Rey Design Control Board – The proposed project was reviewed by the DCB at its meeting on August 21, 2013. The DCB discussed the following project components: the waterfront promenade, promenade alternatives where safety precluded the implementation of a waterfront promenade, and the public sidewalk along Fiji Way. The DCB recommended approval of the proposed project with the requirement that improvements be made to the design of the exterior of the proposed car storage facility and greater visual transparency be provided throughout the project's perimeter fencing. The proposed project, if approved by the Regional Planning Commission will be required to submit to DCB for final design review. The minutes of the DCB meeting are included as an attachment to this report.

LEGAL NOTIFICATION AND PUBLIC OUTREACH

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

PUBLIC COMMENTS
Staff has not received any comments at this time.

FEES/DEPOSITS
If approved, fees identified in the attached project conditions will apply unless modified by the Regional Planning Commission.

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

Staff recommends **APPROVAL** of Coastal Development Permit Number 201300002, subject to the attached conditions.

SUGGESTED APPROVAL MOTION:

I MOVE THAT THE REGIONAL PLANNING COMMISSION CLOSE THE PUBLIC HEARING AND ADOPT THE MITIGATED NEGATIVE DECLARATION PURSUANT TO STATE AND LOCAL CEQA GUIDELINES.

I MOVE THAT THE REGIONAL PLANNING COMMISSION APPROVE COASTAL DEVELOPMENT PERMIT NUMBER 201300002 SUBJECT TO THE ATTACHED FINDINGS AND CONDITIONS.

Prepared by Kevin Finkel, AICP, Regional Planner, Special Projects Section
Reviewed by Samuel Dea, Supervising Regional Planner, Special Projects Section

Attachments:
Draft Findings
Draft Conditions of Approval
Applicant's Burden of Proof statement
Environmental Document
Site Photographs
Site Plan

SZD:KAF
3/6/15

DRAFT FINDINGS OF THE REGIONAL PLANNING COMMISSION
AND ORDER
COUNTY OF LOS ANGELES
PROJECT NO. R2013-02884-(4)
COASTAL DEVELOPMENT PERMIT NO. 201300002

1. The Los Angeles County ("County") Regional Planning Commission ("Commission") conducted a duly-noticed public hearing on March 25, 2015, in the matter of Project No. **R2013-02884**, consisting of Coastal Development Permit No. 201300002 ("CDP").

2. The permittee, Harbor Real Estate, LP, requests a Coastal Development for the following: (1) the demolition of an existing 770-square-foot restroom facility and construction of a new 921-square-foot restroom facility; (2) the conversion of a second existing 770-square-foot restroom to a marine commercial space; (3) the construction of a new storage garage totaling 4,074 square feet to accommodate sixteen automobiles (3,650 square feet) and six boater storage units (424 square feet); (4) the addition of 29 new parking spaces (15 standard spaces and 14 compact spaces); (5) pavement repair and replacement; (6) new fencing; (7) improvements to the waterfront promenade; (8) a new monument sign; and (9) landscaping and sidewalk improvements along Fiji Way and in the parking areas ("Proposed Project"). The Proposed Project is on a property located at 13555 Fiji Way in the unincorporated community of Marina del Rey ("Project Site") in the Specific Plan zone pursuant to 22.56.2280 of the Los Angeles County Code.

3. The Project Site is approximately 4.24 acres in size and consists of one lease parcel (53). The Project Site is rectangular in shape with gentle-sloping topography towards the water and is developed with the Boatyard, a boat repair/maintenance facility.

4. The Project Site is located in the Playa del Rey Zoned District and is currently zoned Specific Plan.

5. The Project Site is located within the Marine Commercial land use category with a Waterfront Overlay Zone of the Marina del Rey Land Use Policy Map.

6. Surrounding Zoning within a 700-foot radius includes:

   North: Open Space, Water
   South: Open Space, A-1-1 (Light Agricultural, One Acre Minimum Required Area)
   East: Boat Storage, Water
   West: Marine Commercial, Parking, Water

7. Surrounding land uses within a 700-foot radius include:

   North: Burton W. Chace Park, water (Basin H)
   South: Ballona Wetlands (Area A)
   East: Parking lot and offices, launch ramp, water (Basin H)
   West: Boat repair and maintenance facility, parking lot

8. The project site was first developed circa 1964 with a boat repair/maintenance facility with subsequent improvements coming in the following years. Plot Plan No. 12013 was issued by the County in June of 2000 to authorize seismic upgrades to existing on-site structures.

9. The site plan for the Proposed Project depicts the demolition of an existing 770-square-foot restroom facility located on the northeastern portion of the project site and the construction of a new 921-square-foot restroom facility along the waterfront side of the parcel just east of the existing fire lane. This new restroom facility would be a maximum of 14 feet tall and would incorporate men's and women's facilities with toilets, showers, a laundry area, a fish washing sink, vending machine area, and a maintenance room. The site plan also depicts the conversion of a second existing 770-square-foot restroom facility into a marine commercial space located west of the fire lane. This converted facility would be a maximum of 14 feet tall and would be accessible from the public portion of the waterfront promenade. The site plan also depicts the construction of a new 4,074-square-foot storage garage that will accommodate sixteen automobiles (3.650 square feet) and six boater storage units (424 square feet) for use by boaters along the western edge of the parcel. This new storage structure would be a maximum of 14 feet tall. Additional changes depicted on the site plan include 29 new parking spaces (15 standard and 14 compact) added to the south side of the Project Site for a total of 138 parking spaces, replacement of an existing monument sign with a new approximately 90-square-foot business identification sign affixed to an existing wall in the landscaped area along the Fiji Way frontage, repair and replacement of on-site paving, installation of new fencing, improvements to the existing waterfront promenade including the installation of concrete pavers and new decorative guard rails and gangway access gates, and improvements to existing landscaped areas along Fiji Way including the widening of the existing sidewalk by up to 5 feet 9 inches with a decorative wave pattern, and in the parking areas.

10. The Project Site is accessible via Fiji Way to the south. Primary access to the Project Site will be via entrances/exits on Fiji Way.

11. The Proposed Project will provide a total of 138 parking spaces distributed throughout the western and central portions of the project site. Of these spaces, 86 will be standard parking spaces, 16 will be located in the new storage garage, 31 will be compact spaces, and five will be handicap accessible spaces. All parking is for use by patrons of the on-site boat repair/maintenance yard and lessees of boat slips in the anchorages associated with the Boatyard facility. All parking is accessible via entrances/exits on Fiji Way.

12. On August 21, 2013, prior to the Commission's public hearing on the Project, the permittee presented their project to the Marina del Rey Design Control Board. The DCB discussed the following project components: the waterfront promenade, promenade alternatives where safety precluded the implementation of a waterfront promenade, and the public sidewalk along Fiji Way. The DCB recommended approval of the proposed project with the requirement that improvements be made to

the design of the exterior of the proposed car storage facility and greater visual transparency be provided throughout the project's perimeter fencing. The proposed project, if approved by the Regional Planning Commission will be required to submit to DCB for final design review.

13. The Los Angeles County Department of Public Works provided comments related to road construction and grading. The Department cleared the project for hearing with recommended conditions of approval in a letter dated March 2, 2015. The Los Angeles County Fire Department provided comments related to access and water. The Department cleared the project for hearing with recommended conditions of approval in a letter dated October 15, 2014. The Los Angeles County Department of Public Health provided comments related to sewer and water. The Department cleared the project for hearing with recommended conditions of approval in a letter dated August 5, 2014.

14. Prior to the Commission's public hearing on the Proposed Project, an Initial Study was prepared for the Proposed Project in compliance with the California Environmental Quality Act (Public Resources Code section 21000, et seq.) ("CEQA"), the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines for the County. Based on the Initial Study, Regional Planning staff determined that a Mitigated Negative Declaration ("MND") was the appropriate environmental document for the Proposed Project. The mitigation measures necessary to ensure the Proposed Project will not have a significant effect on the environment are contained in the Mitigation Monitoring and Reporting Program ("MMRP") prepared for the Proposed Project.

15. Pursuant to the provisions of sections 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.

16. Prior to the Commission's public hearing, the Department of Regional Planning staff ("staff") did not receive any correspondence regarding this project.

17. [Hearing Proceedings] *To be inserted after the public hearing to reflect hearing proceedings.*

18. The Commission finds that the Proposed Project is consistent with the goals and policies of the Marina del Rey Local Coastal Program ("LCP"). The Proposed Project is located within the Marine Commercial land use category, within the Waterfront Overlay Zone, in the LCP. This category is intended to allow coastal-related and coastal-dependent land and water uses, including storage and repair of boats and other marine support facilities. 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. The project components, including a new restroom, establishment of new marine commercial space, the construction of a new storage garage for boater parking and storage and other aesthetic upgrades to the Project Site is consistent with the marine commercial designation as the proposed

improvements serve boaters. Therefore, the proposed project is consistent with the underlying land use category.

19. The Commission finds that the Proposed Project is consistent with applicable policies related to Shoreline Access. Approximately 25 percent of the existing promenade is open to the public. The Proposed Project would make aesthetic improvements to this portion of the promenade including removal of existing concrete and asphalt paving and installation of new concrete pavers. Further, the property owner is replacing the existing promenade guard rail with a new decorative guard rail and is replacing the existing dock access gates with new decorative access gates. Access to the shoreline is also provided along the east and west sides of the Project Site. Presently, these access roads are clear and unimpeded between Fiji Way and the bulkhead and will remain open after project implementation. LCP access policies support encouraging greater pedestrian activity in the Marina. As part of the Proposed Project, the sidewalks along the Project Site's Fiji Way frontage would be widened by up to five feet, nine inches through a decorative wave pattern and would install benches.

20. The Commission finds that the Proposed Project is consistent with applicable policies related to Recreational Boating. The Proposed Project would continue the operation of a boat repair/maintenance facility and develop enhancements including a new restroom, establishment of new marine commercial space, the construction of a new storage garage for boater parking and storage, and a number of aesthetic improvements. These additions would improve the experience of boaters accessing the Marina through this property.

21. The Commission finds that the Proposed Project is consistent with applicable policies related to Land Use. By making improvements to a boat repair/maintenance facility in existence since 1964, the Proposed Project is upgrading their facility to ensure that the use remains economically viable and provides an improved environment for patrons of this business.

22. The Commission finds that that Proposed Project is consistent with the landscaping requirements of the Communitywide design guidelines of the LCP. The existing landscape planters along the southern property line were developed consistent with this requirement. However, as part of this project, the planters are being reduced in width to accommodate the wider sidewalks currently required by the LCP. As the expansion of pedestrian areas throughout Marina del Rey is considered a higher priority policy by the LCP, this implementation is considered consistent with this development standard.

23. The Commission finds that the Proposed Project is consistent with the parking requirements of the Communitywide design guidelines of the LCP. Based on the mix of office, marine commercial (industrial), warehousing, and boat slip uses on the subject property, the proposed project is required to provide 96 parking spaces to accommodate on-site uses. The proposed project would provide 138 parking spaces throughout the site with a mix of standard and compact spaces. The 138 spaces to be provided are consistent with all allocation requirements for handicap, standard

size, and compact spaces. Therefore, the proposed project is consistent with this development standard.

24. The Commission finds that the Proposed Project is consistent with the sign requirements of the Communitywide design guidelines contained in both Appendix C of the Manual for Architectural Standards and the requirements of Part 10 of Chapter 22.52 of the Los Angeles County Code. The proposed project includes the installation of a new business identification sign along the Fiji Way front of the subject property. The new sign has approximately 90 square feet of sign area. Appendix C the Manual for Architectural Standards allows the installation of business identification signs per business at each non-contiguous street frontage on the outer face of ornamental garden walls at or near street front property; no additional guidance is provided. Therefore, sign regulations are further restricted by the C-M Zone sign standards in Part 10 of Chapter 22.52 of the Los Angeles County Code. This sign qualifies as a freestanding business sign in C-M zone and is permitted 150 square feet plus ¾ square foot of sign area for each one foot of street frontage in excess of 100 feet. The subject property has approximately 644 feet of street frontage and is entitled to up to 558 total square feet of permitted sign area. At approximately 90 square feet, the proposed business identification sign is less than the maximum allowed pursuant to Title 22 requirements.

25. The Commission finds that the Proposed Project is consistent with the view corridor requirements of the Communitywide design guidelines. The proposed project provides view corridors in four segments with uninterrupted views between Fiji Way and the bulkhead. In total, the proposed project provides 179 feet, 8 inches of view corridors. This total width is approximately 28 percent of the width of the entire project site.

26. The Commission finds that the Proposed Project is consistent with the height requirements of the Marine Commercial category. The LCP limits height on project site to 45 feet. Further, the Site-specific Development Guidelines contained in the LIP allow for additional height up to 75 feet with the provision of an expanded view corridor. None of proposed structures exceed a maximum height of 14 feet and none of the existing structures exceed a maximum height of 38 feet.

27. The Commission finds that the Proposed Project is consistent with the applicable setback requirements of the Marine Commercial category. The existing front, side, and rear yard setbacks meet the current standard and are integrated with existing view corridors and accessways along the side yards of the property, and with public open space areas and the promenade along the front and rear yards of the property.

28. The Commission finds that the Proposed Project is consistent with the applicable pedestrian promenade standards of the Site-Specific Development Guidelines as this requirement was not in effect when the use was established on the property.

29. The Commission finds that the Proposed Project would improve the services provide to patrons of the existing boat repair/maintenance yard by providing upgrading restroom facilities, a new marine commercial space, and boater storage space.

30. The Commission finds that the Proposed Project would improve the aesthetic character of the Project Site by replacing an existing monument sign with a new business identification sign with an improved design, by installing new decorative guard rails and access gates along the bulkhead, and by removing existing concrete and asphalt paving along the waterfront portion of the Project Site.

31. The Commission finds that the Proposed Project is compatible with the surrounding land uses in Marina del Rey. The Proposed Project would improve the amenities available to patrons of the business and boaters who moor their boats at adjacent anchorages. Further, the installation of concrete pavers along the waterfront promenade, the replacement of an existing monument sign, and the widening of the sidewalk along Fiji Way will improve the aesthetic character of the subject property. As such, the proposed project would improve the services provided on-site and provide an aesthetic improvement to the Marina del Rey community. As the proposed project would continue to operate as a boat repair/maintenance yard after project implementation, the proposed project would continue to be compatible with surrounding boat repair/maintenance, launching, and storage facilities.

32. The Commission finds that the Proposed Project as designed is in conformity with the Marina del Rey Local Coastal Program.

33. The Commission finds that the Proposed Project, 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 applicable public access and public recreation policies of Chapter 3 of Division 20 of the Public Resources Code.

34. 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 Marina del Rey community. On February 18, 2015, a total of 34 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 and to those on the courtesy mailing list for the Playa del Rey Zoned District and to any additional interested parties.

35. 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.

36. The Commission finds that the MMRP, prepared in conjunction with the MND, identifies in detail how compliance with its measures will mitigate or avoid potential adverse impacts to the environment from the Proposed Project. The Commission further finds that the MMRP's requirements are incorporated into the conditions of approval for this Proposed Project, and that approval of this Proposed Project is conditioned on the permittee's compliance with the attached conditions of approval and MMRP.

37. After consideration of the MND and MMRP, together with the comments received during the public review process, the Commission finds on the basis of the whole record before it that there is no substantial evidence that the Proposed Project as conditioned will have a significant effect on the environment, and further finds that the MND reflects the independent judgment and analysis of the Commission.

38. 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:

A. The proposed development is in conformity with the certified local coastal program.

B. Any 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.

THEREFORE, THE REGIONAL PLANNING COMMISSION:

1. Certifies that the MND 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 MND and that the MND reflects the independent judgment and analysis of Commission as to the environmental consequences of the Project; certifies that it considered the MMRP, finding that it is adequately designed to ensure compliance with the mitigation measures during Project implementation; determined that on the basis of the whole record before the Commission that there is no substantial evidence that the Project will have a significant effect on the environment; adopts the MND and finds that the MMRP is adequately designed to ensure compliance with the mitigation measures during Project implementation; and

2. Approves Coastal Development Permit No. 201300002, subject to the attached conditions.

ACTION DATE: March 25, 2015

SZD:KAF
March 11, 2015

c: Each Commissioner, Zoning Enforcement, Building and Safety

DRAFT CONDITIONS OF APPROVAL
COUNTY OF LOS ANGELES
PROJECT NO. R2013-02884-(4)
COASTAL DEVELOPMENT PERMIT NO. 201300002

PROJECT DESCRIPTION

The Project consists of improvements to an existing boat repair/maintenance yard including: (1) the demolition of an existing 770-square-foot restroom facility and construction of a new 921-square-foot restroom facility; (2) the conversion of a second existing 770-square-foot restroom to a marine commercial space; (3) the construction of a new storage garage totaling 4,074 square feet to accommodate sixteen automobiles (3,650 square feet) and six boater storage units (424 square feet); (4) the addition of 29 new parking spaces (15 standard spaces and 14 compact spaces); (5) pavement repair and replacement; (6) new fencing; (7) improvements to the waterfront promenade; (8) a new monument sign; and (9) landscaping and sidewalk improvements along Fiji Way and in the parking areas 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 12. 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 22.56.2490 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, 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 **$1,000.00**. 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 **five (5) biennial (one every other year)** inspections. Inspections shall be unannounced.

   If additional inspections are required to ensure compliance with the conditions of this grant, or if any inspection discloses that the subject property is being used in violation of any one of the conditions of this grant, the permittee shall be financially

responsible and shall reimburse Regional Planning for all additional enforcement efforts necessary to bring the subject property into compliance. The amount charged for additional inspections shall be $200.00 per inspection, or the current recovery cost at the time any additional inspections are required, whichever is greater.

10. Within five (5) working days of the date of final approval of this grant**,** 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 **$2,285.00** ($2,210.00 for a Mitigated Negative Declaration plus $75.00 processing fee). No land use project subject to this requirement is final, vested or operative until the fee is paid.

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. 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.

12. 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.

13. 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.

14. All development pursuant to this grant must be kept in full compliance with the County Fire Code to the satisfaction of said department.

15. All development pursuant to this grant shall conform with the requirements of the County Department of Public Works to the satisfaction of said department.

16. 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").

17. 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.

18. All structures, walls and fences open to public view shall remain free of graffiti or other extraneous markings, drawings, or signage that was not approved by Regional Planning. These shall include any of the above that do not directly relate to the business being operated on the premises or that do not provide pertinent information about said premises. The only exceptions shall be seasonal decorations or signage provided under the auspices of a civic or non-profit organization.

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

19. 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 within 60 days of the date of final approval of this grant.

20. 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

21. Prior to the issuance of a building permit for the Proposed Project, the permittee shall return to the Design Control Board ("DCB") for said Board's final approval of project design, signage, landscaping, and building colors and materials palette.

22. Within 60 days of the DCB final design approval, permittee shall submit to the Director for review and approval **three (3) copies** of a revised Exhibit "A," similar to that presented at the public hearing. This Revised Exhibit "A" submittal shall contain a full set of the approved site plan, elevations, landscaping plan, and signage plan. The landscaping shall show the size type and location of all plants, trees, and watering facilities. The permittee shall maintain all landscaping in a neat, clean and healthful condition, including proper pruning, weeding, removal of litter

fertilizing, and replacement of plants when necessary for the life of this grant. The signage plan, including elevations shall show proposed lettering, colors, and locations of signage on the subject property, which may be incorporated into the revised Exhibit "A" described herein. All renderings of said signage shall be drawn to scale and shall be in conformity with those approved by the DCB.

23. The following conditions shall apply to project-related construction activities:

    a. Construction activity shall be restricted to between the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday and 8:00 a.m. to 5:00 p.m. Saturday. Written permission from the Department of Beaches and Harbors is required prior to any construction on Saturdays. No construction shall occur on Sundays and legal holidays.

    b. All material graded shall be sufficiently watered to prevent excessive amounts of dust during the construction phase. Watering shall occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day. All clearing, grading, earth moving, or excavation activities shall cease during periods of high winds (i.e., greater than 20 mph averaged over one hour) to prevent excessive amounts of dust. Any materials transported off site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.

    c. All fixed and mobile construction equipment shall be in proper operating condition and be fitted with standard silencing devices; engineering noise controls shall be implemented on fixed equipment to minimize adverse effects on nearby properties.

    d. Parking of construction worker vehicles and storage of construction equipment/materials shall be on-site.

    e. All construction and development on the subject property shall comply with the applicable provisions of the California Building Code and the various related mechanical, electrical, plumbing, fire, grading, and excavation codes as currently adopted by the County.

24. 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 Public Resources Code (all attached) shall apply and govern the permittee's development activities.

25. The parking spaces in the new storage garage shall only be available to boaters and cannot be used by patrons of the on-site business. Further, automobiles may not be permanently stored in the storage garage, and at no time shall items other than automobiles be kept in said storage garage.

PROJECT SITE SPECIFIC CONDITIONS

26. The permittee shall maintain at least 96 parking spaces on-site in order to accommodate all existing and proposed uses.

27. The permittee shall provide all code-required bicycle parking spaces.

28. Project development shall comply with all recommended conditions listed in the attached letter from the Department of Public Works dated March 2, 2015, except as otherwise required by said department.

29. Project development shall comply with all recommended conditions listed in the attached letter from the Fire Department dated October 15, 2014, except as otherwise required by said department.

30. Project development shall comply with all recommended conditions listed in the attached letter from the Department of Public Health dated August 5, 2014, except as otherwise required by said department.

Attachments:
Mitigation Monitoring and Reporting Program
Department of Public Works Letter Dated March 2, 2015
Fire Department Letter Dated October 15, 2014
Department of Public Health Letter Dated August 5, 2014

COASTAL DEVELOPMENT PERMIT BURDEN OF PROOF

Pursuant to Zoning Code Section 22.56.2320, the applicant shall substantiate the following:

(Do not repeat the statement or provide Yes/No responses. If necessary, attach additional pages.)

A. That the proposed development is in conformity with the certified local coastal program.
The subject parcel is situated in the Mindannao Development Zone as set forth in the LCP Section
24.46.1880. parcel 53 is zoned marine commercial/water with a waterfront overlay zone.
all existing marine commercial uses conform with the approved uses set forth in section 24.46.1430
specifically, boat and marine sales and service, boat repair, and parking for boating related uses.
water uses as set forth in section 22.46.1680 include wet slips. the waterfront overlay zone
provides for additional flexibility and includes visitor-serving convenience commercial uses.
visitor-serving convenience commercial uses include the proposed parking buildings and parking for
boating related uses under section 22.46.1390
B. That any 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.
The new development proposed for this parcel includes the construction of one new boater
restroom/laundry facility and one new parking building to be utilized for boater parking and
storage of marine and boating items. no adverse impact on coastal access shall be created by
the proposed development. the proposed development is consistent with sections 30220, 30221,
30222, 30222.5, 30223, and 30224 of the public resources code as it increases recreational boating
use of coastal waters by providing support for warerfront dependent marine repair and service
facilitites. it also enhances visitor-serving opportunities for coastal recreation.

APPLICANT'S AFFIDAVIT

I (We) being duly sworn, depose and say that the foregoing answers and statements herein contained and the information submitted are in all respects true and correct.

Executed this 15 day of OCTOBER at MARINA DEL REY, CA

Signed _____

Environmental Checklist Form (Initial Study)
County of Los Angeles, Department of Regional Planning

Project title: Boat Yard Renovation/ Project No. R2013-02884-(4)/Case No(s) RDCP201300002

Lead agency name and address: Los Angeles County, 320 West Temple Street, Los Angeles, CA 90012

Contact Person and phone number: Anita D. Gutierrez, Special Projects Section, (213) 974-4813

Project sponsor's name and address: Harbor Real Estate, LP c/o Greg Schem
13555 Fiji Way, Marina del Rey, CA 90292

Project location: 13555 Fiji Way, Marina del Rey, 90292 (Lease Parcel 53)
APN: 4224 010 900 *USGS Quad*: :Venice (T2S, R15W)

Gross Acreage: 7.218 acres (Total), 4.234 acres (Landside) and 2.984 (Water)

General plan designation: Marina del Rey Local Coastal Program

Community/Area wide Plan designation: Marina del Rey Local Coastal Program

Zoning: The Project is within the Marina del Rey Specific Plan "Mindanao Area" and is designated as Marine Commercial and Water with a Waterfront Overlay.

Description of project: The proposed project consists of demolition of one 770 square foot restroom facility located at the north eastern portion of the site to be replaced with a new 921 square foot restroom facility just east of the fire lane closest to the water. The second existing 770 square foot restroom located on the west side of the fire lane would be converted marine commercial space. The project also includes construction of a new storage garage totaling 4,383 to accommodate sixteen cars (3,916 square feet) and six boater storage units (467 square feet) along the western parcel edge.

Surrounding land uses and setting: The project site is an existing boat yard consisting of a large open areas for boat repair, two restroom structures and one main building approximately 17,664 square feet, which houses various uses including; commercial, yacht sales, office and warehouse. To the north is Basin H and Chase Park across the Basin , Parcel 52 is located directly to the east which is currently developed with a parking lot and temporary County office buildings, which entitled to be developed with a dray stack storage facility. To the South is the Ballona Wetlands and to the west is a boat yard operation.

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

Public Agency	*Approval Required*
California Coastal Commission	*Coastal Commission review would only be required in the event the County's Coastal Development Permit decision for the permit or the project is appealed to the Coastal Commission; the Coastal Commission otherwise retains no permitting authority over*

	the project.
Los Angeles County Board of Supervisors	*For parcel lease extension documentation approval.*
Los Angeles County Public Works, Division of Building and Safety	*For Building Permit and related approvals.*

Major projects in the area:

R2012-00340/ PKP201200004/ RPP201200152	*Parcels 42 and 43(APN No. 4224-008-900): Rehabilitation of the Marina del Rey Hotel, an existing 154-room hotel and parking permit for less than required parking. Approved July 19, 2012*
R2006-03647/ CDP200600008	*Parcel 10R (APN No. 4224-003-900): Coastal Development Permit to authorize the demolition of an existing 136-unit apartment complex and the development of a 400-unit complex (including a total of 62 affordable housing units). Approved May 15, 2012.*
R2006-03652/ CDP200600009	*Parcel 14 (APN No. 4224-003-900): Pending Coastal Development Permit to authorize the demolition of an existing parking lot and the development of a 126-unit apartment complex. Approved May 15, 2012.*
TR067861/ CDP200600007	*Parcel 9U, Northern Portion (APN No. 4224-002-900): Pending Coastal Development Permit to authorize the construction of a 6 and 5-story, 288-unit hotel with a restaurant and other auxiliary facilities.*
R2006-03643/ CDP200600006	*Parcel 9U, Southern Portion (APN No. 4224-002-900): Coastal Development Permit to authorize the development of a public wetland and upland park. Approved December 12, 2012.*
R2007-01480/ CDP200700001	*Parcels 55, 56 & W (APN No. 4224-011-901): Pending Coastal Development Permit to authorize the demolition of Fisherman's Village and all existing parking, landscaping, and hardscaping, and the development of a new mixed-use commercial plaza and multi-story parking structure.*
R2006-01510/R2006-02726 CDP200600002 & CDP 20060003	*Parcels 147 & 21 (APN No. 4224-006-900): Coastal Development Permit to authorize the demolition of all existing landside improvements and the construction of a 114 unit senior accommodations facility (Parcel 147) 5000 square feet of retail space and other site amenities and facilities; & 447-space parking structure, marine commercial & community park (Parcel 21) Approved in 2001 and 2012*
R2008-02340/ CDP200800007	*Parcel 52 (APN No. 4224-003-900): Coastal Development Permit to authorize a dry stack boat storage facility, with capacity for 345 boats, along with appurtenant office space and customer lounge, 30 mast up storage spaces, parking, and a new Sheriff's Department/Lifeguard Boatwright facility. Approved April 24, 2013.*

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Reviewing Agencies:

Responsible Agencies

- [x] None

Regional Water Quality Control Board:

- [x] Los Angeles Region
- [ ] Lahontan Region

- [x] Coastal Commission
- [ ] Army Corps of Engineers

Special Reviewing Agencies

- [ ] None
- [ ] Santa Monica Mountains Conservancy
- [ ] National Parks
- [ ] National Forest
- [ ] Edwards Air Force Base
- [ ] Resource Conservation District of Santa Monica Mountains Area
- [ ]

Regional Significance

- [x] None
- [ ] SCAG Criteria
- [ ] Air Quality
- [ ] Water Resources
- [ ] Santa Monica Mtns. Area

Trustee Agencies

- [ ] None
- [ ] State Dept. of Fish and Wildlife
- [ ] State Dept. of Parks and Recreation
- [ ] State Lands Commission
- [ ] University of California (Natural Land and Water Reserves System)

County Reviewing Agencies

- [x] DPW:
  - Land Development Division (Grading & Drainage)
  - Geotechnical & Materials Engineering Division
  - Watershed Management Division (NPDES)
  - Traffic and Lighting Division
  - Environmental Programs Division
  - Waterworks Division
  - Sewer Maintenance Division
- [x] Fire Department
  - Forestry, Environmental Division
  - Planning Division
  - Land Development Unit
  - Health Hazmat
- [x] Sanitation District
- [x] Public Health/Environmental Health Division: Land Use Program (OWTS), Drinking Water Program (Private Wells), Toxics Epidemiology Program (Noise)
- [x] Sheriff Department
- [x] Parks and Recreation
- [ ] Subdivision Committee

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project.

☐ Aesthetics	☐ Greenhouse Gas Emissions	☐ Population/Housing
☐ Agriculture/Forest	☐ Hazards/Hazardous Materials	☐ Public Services
☐ Air Quality	☐ Hydrology/Water Quality	☐ Recreation
☐ Biological Resources	☐ Land Use/Planning	☐ Transportation/Traffic
☐ Cultural Resources	☐ Mineral Resources	☐ Utilities/Services
☐ Energy	☐ Noise	☐ Mandatory Findings of Significance
☒ Geology/Soils		

DETERMINATION: (To be completed by the Lead Department.)
On the basis of this initial evaluation:

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

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

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

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

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

_____ _____
Signature (Prepared by) Date

_____ _____
Signature (Approved by) Date

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EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration. (State CEQA Guidelines § 15063(c)(3)(D).) In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

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

7) The explanation of each issue should identify: the significance threshold, if any, used to evaluate each question, and; mitigation measures identified, if any, to reduce the impact to less than significance. Sources of thresholds include the County General Plan, other County planning documents, and County ordinances. Some thresholds are unique to geographical locations.

8) Climate Change Impacts: When determining whether a project's impacts are significant, the analysis should consider, when relevant, the effects of future climate change on : 1) worsening hazardous conditions that pose risks to the project's inhabitants and structures (e.g., floods and wildfires), and 2) worsening the project's impacts on the environment (e.g., impacts on special status species and public health).

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1. AESTHETICS

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Be visible from or obstruct views from a regional riding or hiking trail?	☐	☐	☒	☐
c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
d) Substantially degrade the existing visual character or quality of the site and its surroundings because of height, bulk, pattern, scale, character, or other features?	☐	☐	☒	☐
e) Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:

Official State Scenic Highways are designated by the California Department of Transportation (CalTrans). According to CalTrans, "[t]he stated intent (Streets and Highway Code Section 260) of the California Scenic Highway Program is to protect and enhance California's natural beauty and to protect the social and economic values provided by the State's scenic resources" (State of California Department of Transportation, California Scenic Highway Program, website: http://www.dot.ca.gov/dist3/departments/mtce/scenic.htm, accessed October 6, 2011). While there are numerous designated Scenic Highways across the state, the following have been designated in Los Angeles County: Angeles Crest Highway (Route 2) from just north of Interstate 210 to the Los Angeles/San Bernardino County Line, two segments of Mulholland Highway from Pacific Coast Highway to Kanan Dume Road and from west of Cornell road to east of Las Virgenes Road, and Malibu Canyon-Las Virgenes Highway from Pacific Coast Highway to Lost Hills Road.

The project site is not located adjacent to or in close proximity to any designated or eligible scenic highway. The closest eligible scenic highway is the section of Pacific Coast Highway (Highway 1) extending from the Venture County/L.A. County line to Venice Boulevard, approximately two miles north of the site. The Pacific Coast Highway at Venice Boulevard intersection is not directly visible from the project. There are no other scenic highway corridors visible to or from the site.

The Marina del Rey Land Use Plan identifies Fiji Way as a particular significant vantage points within Marina of the harbor. The project proposes to renovate an existing restroom facility into a marine

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commercial building and construct a new restroom facility and storage garage. The storage garage would be 14 feet high and 21'5" wide but would still leave the project site with 177 linear feet clear views to the water which equates to a view corridor representing 27% of the linear width of the site, which is more than the 20% required under the Local Coastal Program. Thus, no mitigation measures are required.

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The proposed landscape and other building improvements will not have any significant impacts to the scenic features associated with the project from the Marina area. The existing main commercial building on site is approximately 38 feet in height, buildings on adjacent properties to the west and east) have one story buildings (approximately 14-15 feet). The proposed storage garage and bathroom building would be approximately 14 feet in height. The exterior improvements proposed by the project will not include any building materials that will substantially increase glare or light. The height of the storage garage is approximately 14 feet high and would not create significant shade or shadow impacts.

The project is located in an urban community. The Ballona Creek Wetlands is located east of the site, which is a 600-acre area designated as a significant ecological area. The Ballona Creek Wetlands is an undisturbed significant ecological area with unique aesthetic and biological features. The site is separated from Ballona Creek Wetlands by a surface road (Fiji Way) along eastern project boundary. The project s located in Basin H of the Marina del Rey Harbor and has a view to the water. The proposed renovation and construction will not significantly change or alter any of the aesthetic features directly associated with the Ballona Creek Wetlands or the Basin H. The project will not have any significant aesthetic impacts to either the Ballona Creek Wetlands or the Marina Del Rey Harbor. Thus, no mitigation measures are required.

The proposed project is not out of character with the adjacent uses which is primarily boat storage, boat repair and marine commercial uses. The project proposes to renovate an existing restroom facility into a marine commercial building and construct a new restroom facility and storage garage. The proposed improvements and addition will be compatible with other development in the area and not out of character with development in the marina. The marina area is dominated with urban development and the improvements and amenities proposed will not impact the aesthetics of this area of Marina del Rey.

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2. AGRICULTURE / FOREST

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, with a designated Agricultural Opportunity Area, or with a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220 (g)), timberland (as defined in Public Resources Code § 4526), or timberland zoned Timberland Production (as defined in Government Code § 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

The Farmland Mapping and Monitoring Program (FMMP) produces maps and statistical data that are used for analyzing impacts on California's agricultural resources. Agricultural land is rated according to soil quality and irrigation status; the best quality land is called *Prime Farmland*. The maps are updated every two years with the use of a computer mapping system, aerial imagery, public review, and field reconnaissance. FMMP produces *Important Farmland Maps*, which are a hybrid of resource quality (soils) and land use information.

The California Land Conservation Act of 1965--commonly referred to as the Williamson Act--enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to

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full market value. Local governments receive an annual subvention of forgone property tax revenues from the state via the Open Space Subvention Act of 1971. The only Williamson Act contract lands in the County are located on Catalina Island and held by the Catalina Island Conservancy as set asides for open space and recreational purposes. Therefore, there are no agricultural Williamson Act contracts in the remainder of the unincorporated County.

Agricultural Opportunity Areas (AOAs) are a County identification tool that indicates land where commercial agriculture is taking place and/or is believed to have a future potential based on the presence of prime agricultural soils, compatible adjacent land uses, and existing County land use policy. In addition to AOAs, the County has two agricultural zones: A-1 (Light Agriculture) and A-2 (Heavy Agriculture).

California Public Resources Code section 12220(g) defines forest land as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." California Public Resources Code section 4526 defines timberland as land, other than land owned by the federal government and land designated by the State Board of forestry and Fire Protection as experimental forest land that is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the State Board of Forestry and fire Protection for each district after consultation with the respective forest district communities. California Public Resources Code section 51104(g) defines Timberland production zones" or "TPZ" as an area which has been zoned and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses.

The County contains important and prime farmland, and the Angeles National Forest and a portion of the Los Padres National forest are also located in the County. The County does not have any zone that is strictly used for forest uses or timberland production. However, the Angeles National Forest, and a portion of the Los Padres National forest are located in the County, and the Watershed Zone allows for any use owned and maintained by the Forest Service of the United States Department of Agriculture, and any authorized leased use designated to be part of the Forest Service overall recreational plan of development, including logging. In addition, Los Angeles County has been mapped by the California Department of Forestry and Fire Protection to identify the different categories of land cover capable of being sustained therein, including forests, woodlands, wetlands, and shrubs, for example

The project site is located in the County unincorporated community of Marina del Rey, which is designated as Specific Plan Zone as zoned under the County of Los Angeles. Parcel 53's land use designations per the certified Local Coastal Program (LCP) are Marine Commercial and Water with a Waterfront Overlay Zone. The project site does not support and is not zoned for, nor is it located near an area that is zoned for or developed with, forestland or timberland. Therefore, no impacts would occur to agricultural land uses or conflict with any agricultural zones. The project site is not located in an area that is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to the Farmland Mapping and Monitoring Program of the California Department of Conservation. Further analysis regarding this topic is not required (Source: Farmland Mapping and Monitoring Program, California Department of Conservation).

3. AIR QUALITY

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:

The Federal government and the State of California have established air quality standards designed to protect public health from these criteria pollutants. Among the federally identified criteria pollutants, the levels of ozone, particulate matter, and carbon monoxide in Los Angeles County continually exceed federal and state health standards and the County is considered a non-attainment area for these pollutants.

In response to the region's poor air quality, the South Coast Air Quality Management District (SCAQMD) & the Antelope Valley Air Quality Management District (AVAQMD) were created. The SCAQMD and the AVAQMD are responsible for monitoring air quality as well as planning, implementing, and enforcing programs designed to attain and maintain state and federal ambient air quality standards in the region. The SCAQMD implements a wide range of programs and regulations, most notably, the Air Quality Management Plan (AQMP). The SCAQMD jurisdiction covers approximately 10,743 square-miles and includes all of Los Angeles County except for the Antelope Valley, which is covered by the Antelope AVAQMD.

Sensitive receptors are uses such as playgrounds, schools, senior citizen centers, hospitals or other uses that would be more highly impacted by poor air quality. AQMD Rule 402, which states "A person shall not

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discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals."

The proposed project consists of demolition of one 770 square foot restroom facility located at the north eastern portion of the site to be replaced with a new 921 square foot restroom facility just east of the fire lane closest to the water. The second existing 770 square foot restroom located on the west side of the fire lane would be converted marine commercial space. The project also includes construction of a new storage garage totaling 4,383 to accommodate sixteen cars (3,916 square feet) and six boater storage units (467 square feet) along the western parcel edge.

The proposed project is located in the South Coast Air Basin (Basin), which is under the jurisdiction of the SCAQMD. Potential impacts on local and regional air quality are anticipated to be less than significant, falling below SCAQMD thresholds as a result of the nature and small scale of the proposed project. Implementation of the proposed project would fall below the SCAQMD significance thresholds for both short-term construction and long-term operation emissions. Because construction and operation of the project would not exceed the SCAQMD significance thresholds, the proposed project would not increase the frequency or severity of existing air quality violations, neither cause or contribute to new air quality violations, not delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP. The proposed project would not conflict with applicable regional plans or policies adopted by agencies with jurisdiction over the project. Therefore, the proposed project would be consistent with the AQMP and would have a less than significant impact with respect to this criterion. The proposed project would redevelop less than 7,000 square feet of space, to include restrooms, marine commercial and a storage garage. The project does not propose the addition of new dwelling units or substantial extension of its existing facilities. Therefore, the proposed project would not exceed the state's criteria for regional significance and would have no impact. Emissions associated with construction and operation of the proposed project would not exceed any of the SCAQMD-recommended significance thresholds and would not cause an individually significant impact. There is no other pertinent information that would suggest that the project could have a cumulatively considerable net increase in emissions. Since both construction and operation emissions are below the thresholds of significance, the proposed project would result in a less than significant cumulative impact. The SCAQMD considers a sensitive receptor to be a receptor where it is possible that an individual could remain for 24 hours. The proposed project is not considered to be a sensitive use and would have no impact with respect to this criterion. The proposed project consists of the minor renovation to the existing land uses and would not intensify the land use. The land uses associated with the proposed project are not expected to cause odor nuisances, dust, and hazardous emissions. Construction of the project is temporary and is not expected to cause an odor nuisance. Refuse associated with operation of the proposed project will continue to be disposed of in accordance with applicable regulations. Therefore, the proposed project would not have a significant impact on air quality with respect to this criterion.

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4. BIOLOGICAL RESOURCES

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	☐	☐	☒	☐
b) Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally or state protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, and drainages) or waters of the United States, as defined by § 404 of the federal Clean Water Act or California Fish & Game code § 1600, et seq. through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or otherwise contain oak or other unique native trees (junipers, Joshuas, southern California black walnut, etc.)?	☐	☐	☐	☒
f) Conflict with any local policies or ordinances protecting biological resources, including Wildflower	☐	☐	☐	☒

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Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.56, Part 16), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, § 22.56.215), and Sensitive Environmental Resource Areas (SERAs) (L.A. County Code, Title 22, Ch. 22.44, Part 6)?

g) Conflict with the provisions of an adopted state, regional, or local habitat conservation plan?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

Biological resources are identified and protected through various federal, state, regional, and local laws and ordinances. The federal Endangered Species Act and the California Endangered Species Act (CESA) state that animals and plants that are threatened with extinction or are in a significant decline will be protected and preserved. The State Department of Fish and Wildlife created the California Natural Diversity Database (CNDDB), which is a program that inventories the status and locations of rare plants and animals in California.

Section 404 of the Clean Water Act defines wetlands as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas."

The County's primary mechanism to conserve biological diversity is an identification tool and planning overlay called Significant Ecological Areas (SEA). SEAs are ecologically important land and water systems that are valuable as plant and/or animal communities, often integral to the preservation of threatened or endangered species, and conservation of biological diversity in the County. These areas also include nearly all of the wildlife corridors in the County, as well as oak woodlands and other unique and/or native trees.

The project site is currently developed with marine commercial uses and surface parking lots without any common or sensitive natural habitat areas. There are no habitat areas that may support any federally or state-listed endangered or threatened species, such as the least tern that may occur at Venice Beach or foraging over the marina waters. Since the project site does not have any natural habitat areas that can be affected by project construction or infrastructure improvements, the proposed project would not have a substantial adverse effect to a species regulated by the California Department of Fish and Game or the U.S. Fish and Wildlife Service. No nesting trees have been found on the project site (Source: May 2014 Interim Report on Nesting Waterbirds and Raptors, Marina del Rey). However, in the event that any special-status birds nest in the landscape trees within or adjacent to the project site the applicant is required to comply with all applicable policies contained in LCP 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"). The Coastal Development Permit conditions of approval will require an updated bird survey be completed prior to commencement of any construction as required by LCP Policy Nos. 23 and 34.

The project site is not located within a designated SEA, coastal Sensitive Environmental Resource Area (SERA) or ESHA. The closest SEA to the project site is the Ballona Creek SEA, located to the south of the project site. The proposed project consists of demolition of one 770 square foot restroom facility located at

the north eastern portion of the site to be replaced with a new 921 square foot restroom facility just east of the fire lane closest to the water. The second existing 770 square foot restroom located on the west side of the fire lane would be converted marine commercial space. The project also includes construction of a new storage garage totaling 4,383 to accommodate sixteen cars (3,916 square feet) and six boater storage units (467 square feet) along the western parcel edge. No impacts would occur from implementation of the proposed project. Moreover, there are no known "important biological resources" located on the subject property, as defined in the certified Local Coastal Program for Marina del Rey.

There are no sensitive natural habitat areas, including wetlands or waters of the United States on the project site. Since the project site does not have any natural jurisdictional habitat areas that can be affected, removed, or filled by construction, fire clearance, or flood related improvements, there would be no impacts. The project site is not adjacent to or located in a wildlife corridor, nor is it adjacent to an open space linkage, there would be no impact on wildlife movement corridors. There are no habitat areas that support oak woodlands and no native trees occur on the project site. Therefore, no oak resources would be impacted. There are no habitat areas that support oak resources on the project site, so the Oak Tree Ordinance would not apply to the proposed project. The project site is not located in or near a Wildflower Reserve Area. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources.

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5. CULTURAL RESOURCES

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines § 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, or contain rock formations indicating potential paleontological resources?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

The project site is not considered a historical site nor does it contain historical structures. The proposed project site does not contain known historic structures and is not considered a historic site according to of the Office of Historic Preservation website (Source: Office of Historic Preservation, California State Parks, California Historical Resources, http://ohp.parks.ca.gov/listed_resources) Furthermore, the Marina del Rey Land Use Plan does not identify any known historical structures or sites within the community of Marina Del Rey (Source: Marina del Rey Certified Local Coastal Program, 2012.) Implementation of the proposed project would not include renovation of a historic structure or historic site. Therefore, the proposed project would have no impact on historical resources. The proposed project site is located in an area of Marina del Rey that is currently developed and has been developed for the past 50 years. The project site does not contain known archaeological resources, drainage courses, springs, knolls, rock outcroppings, or oak trees that indicate potential archaeological sensitivity. Demolition and minor surface grading would take place during the renovation process. The closest area containing known archaeological resources is the Ballona Creek Watershed area, to the south of the project site, where remnants of past human activity have been located. Any resources on Marina del Rey land already altered or designated for development have been or have already been impacted. The proposed project would have no impact on archaeological resources. The proposed project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, therefore there would be no impacts to paleontological resources. The project site is not known to contain any human remains. Furthermore, the proposed project entails only minor surface grading , therefore the proposed project would have no impact on human remains.

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6. ENERGY

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Conflict with Los Angeles County Green Building Ordinance (L.A. County Code Title 22, Ch. 22.52, Part 20 and Title 21, § 21.24.440) or Drought Tolerant Landscaping Ordinance (L.A. County Code, Title 21, § 21.24.430 and Title 22, Ch. 22.52, Part 21)?	☐	☐	☐	☒
b) Involve the inefficient use of energy resources (see Appendix F of the CEQA Guidelines)?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

Per Appendix F of CEQA guidelines, the goal of conserving energy implies decreasing overall per capita energy consumption, decreasing reliance on fossil fuels such as coal, natural gas and oil, and increasing reliance on renewable energy sources. In 2008, the County adopted a Green Building Program to address these goals. Section 22.52.2100 of Title 22 (Los Angeles County Code) states that the purpose of the County's Green Building Program was to establish green building development standards for new projects with the intent to, conserve water; conserve energy, conserve natural resources, divert waste from landfills, minimize impacts to existing infrastructure, and promote a healthier environment. The Green Building Program includes Green-Building Standards, Low-Impact Development standards, and Drought Tolerant Landscaping requirements. In January 2011, the State of California adopted the *CAL*Green Building Code with mandatory measures that establish a minimum for green construction practices.

The proposed project would comply with the County Green Building Ordinance and would be designed in compliance with the County of Los Angeles Green Building Standards. Further, the project would be developed in compliance with all state and local regulations related to energy conservation.

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7. GEOLOGY AND SOILS

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known active fault trace? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction and lateral spreading?	☐	☒	☐	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, § 22.56.215) or hillside design standards in the County General Plan Conservation and Open Space Element?	☐	☐	☐	☒

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EVALUATION OF ENVIRONMENTAL IMPACTS:

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 prohibits the location of most structures for human occupancy across the traces of active faults, and lessens the impacts of fault rupture. The Seismic Hazards Mapping Act requires the California Geological Survey to prepare Seismic Hazard Zone Maps that show areas where earthquake induced liquefaction or landslides have historically occurred, or where there is a high potential for such occurrences. Liquefaction is a process by which water saturated granular soils transform from a solid to a liquid state during strong ground shaking. A landslide is a general term for a falling, sliding or flowing mass of soil, rocks, water and debris. The County General Plan prohibits new developments, as defined by the Alquist-Priolo Act, within fault traces until a comprehensive geological study has been completed.

More than 50 percent of the unincorporated areas are comprised of hilly or mountainous terrain. The vast majority of hillside hazards include mud and debris flows, active deep seated landslides, hillside erosion, and man induced slope instability. These geologic hazards include artificially-saturated or rainfall saturated slopes, the erosion and undercutting of slopes, earthquake induced rock falls and shallow failures, and natural or artificial compaction of unstable ground. The General Plan Hillside Management Area (HMA) Ordinance regulates development in hillsides of 25 percent slope or greater to address these potential hazards.

The project site is located in Southern California, which is considered an active seismic area. The proposed project is not located in an active or potentially active fault zone, Seismic Hazards Zone, or Alquist-Priolo Earthquake Fault Zone. However, the Charnock Fault and Overland Fault, which lie respectively 2.75 miles and 5.5 miles to the east of Marina del Rey, are part of the major Newport-Inglewood Fault Zone. Furthermore, the Malibu Coast Fault lies approximately 7 miles to the northwest of Marina del Rey and is considered a potentially active fault. Both of these faults are capable of producing earthquakes up to a magnitude of 7.0 (Source: Marina del Rey Lang Use Plan, page 10-2). Since the proposed project is not located in an active or potentially active fault zone, Seismic Hazards Zone, or Alquist-Priolo Earthquake Fault Zone, impacts, including seismic ground shaking would be less than significant. The structural engineering of all proposed project structures will be required to comply with all applicable seismic engineering standards enforced by LA County Division of Building & Safety. The proposed project site is located within potentially liquefiable areas per the State of California Seismic Hazard Zones Map – Venice Quadrangle and has been designated as a liquefiable area (Source: GIS-NET3 –Liquefaction Zone layer) Furthermore, the proposed project is located within an area having a high groundwater level (Source:GIS-NET3-County General Plan Saefty Element, Plate 3, Shallow and Perched Groundwater). To provide acceptable bearing support without triggering significant long-term settlement within the underlying clayey and silty soil deposits for the reinforced concrete mat foundation supporting the restroom building, it is recommended that on-site soils be overexcavated and removed uniformly to a minimum depth of four (4) feet below foundation bottom, and replaced with lightweight geofoam material (Insulfoam EPS 15 or equivalent; see Exhibit 1 in Appendix C for product information) such that the building foundation is supported by a competent geofoam layer. By implementing this scheme, the overall surcharge loading imposed on deeper, soft clay and silt layers does not increase with the placement of the geofoam material, thus not triggering new consolidation of these soft soil layers. As noted, the proposed project involves minor renovation of existing marine commercial uses and small addition of appurtenant facilities (storage garage). The project will be developed in accordance with the recommendations presented in the reviewed geotechnical reports (dated 6/28/13 and 12/16/14), submitted to the Department of Public Works, consistent with the LA County Building Code and would not have adverse impact on the geologic stability of adjacent properties or cause future landsliding, settlement, or slippage.

The project site is located on land that is topographically flat. There are no hills, mounds, or mountains located on the proposed project site. Furthermore, the surrounding area of the project site is topographically flat as well. The proposed project is not located in an area containing a major landslide; therefore, there would be no impacts The proposed project is currently developed with a Boat Yard (including commercial a commercial building and paved parking and boat repair area) an adequate drainage system currently exists on the project site; since the proposed project site is currently developed with non-permeable surfaces and would remain so developed after the proposed renovation project, the project site would not be subject to high erosion. Because the proposed project is not located in an area containing easily erodible soil, there would be no impacts. Moreover, the applicant will be required to comply with all applicable NPDES and low-impact development building requirements affecting site drainage to the satisfaction of LA County Division of Building & Safety. The possibility does exist that the proposed project is located on an area of expansive soils due to the proposed project site being located in a liquefaction area per the Los Angeles County General Plan. However, the proposed project would cause only minor disturbance to the existing soils that are beneath the project site including the above-noted surface demolition and construction of the restroom structure and storage garage. There would be no additional excavation or grading associated with renovation activities. The applicant would submit expansive soil data as part of any Geotechnical Report that may be required by DPW. The proposed project does not include the use of a septic system as sanitary sewers are used in the project area. The proposed project site is located on land that is topographically flat and therefore the project site is not located within a Hillside Management Area and therefore there would be no impact to hillsides.

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8. GREENHOUSE GAS EMISSIONS

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Generate greenhouse gas (GHGs) emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project consists of demolition of one 770 square foot restroom facility located at the north eastern portion of the site to be replaced with a new 921 square foot restroom facility just east of the fire lane closest to the water. The second existing 770 square foot restroom located on the west side of the fire lane would be converted marine commercial space. The project also includes construction of a new storage garage totaling 4,383 to accommodate sixteen cars (3,916 square feet) and six boater storage units (467 square feet) along the western parcel edge.

Construction of the proposed project would result in one-time emissions of greenhouse gases (GHGs). These emissions, primarily carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O), are the result of fuel combustion by construction equipment and motor vehicles. The other primary GHGs (hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) are typically associated with specific industrial sources and are not expected to be emitted by the proposed project. The SCAQMD's threshold of significance for all land use projects, which is 3,000 metric tons of CO2 equivalent (MTCO2e) per year. The project would result in minor amounts of construction-related GHG emissions and would not increase operational GHG emissions, the project would not exceed the draft SCAQMD threshold of significance. The proposed project would result in a less than significant impact with respect to GHG emissions.

The County of Los Angeles has an adopted green building program; it applies to new buildings or first-time initial tenant improvements greater than or equal to 10,000 square feet. The LID ordinance applies to residential (5 units or greater) and non-residential projects that alter existing impervious surfaces. Projects that alter less than 50 percent of the existing impervious surface must comply with LID best management practices that promote infiltration and beneficial use of stormwater runoff for the altered portion. If greater than 50 percent of the existing impervious surface is altered, the entire site must comply with LID best management practices. The LID ordinance requires the use of LID principles in development projects and encourages site sustainability and smart growth in a manner that respects and preserves the characteristics of the County's watersheds, drainage paths, water supplies, and natural resources. The project would comply

with the LID ordinance, in the event the County determines the project is eligible for compliance with the ordinance.

In addition to complying with County of Los Angeles requirements, lead agencies, under the California Environmental Quality Act (CEQA), may look to and assess general compliance with comparable regulatory schemes1. The goal of Assembly Bill 32, The Global Warming Solutions Act of 2006, is to reduce statewide GHG emissions to 1990 levels by 2020. In order to achieve the state mandate of AB 32, CARB has been tasked with implementing statewide regulatory measures to reduce GHG emissions from all sectors.

In December 2008, CARB adopted the Climate Change Scoping Plan, which details strategies to meet that goal. The Scoping Plan instructs local governments to establish sustainable community strategies to reduce GHG emissions associated with transportation, energy, and water, as required under Senate Bill 375. The Climate Change Scoping Plan recommends energy-efficiency measures in buildings such as maximizing the use of energy-efficient appliances and lighting as well as complying with green building standards that result in decreased energy consumption compared to Title 24 building codes.

The purpose of the proposed project is to construct a new storage garage and replace an existing bathroom facility. The project would not increase the number of vehicle trips to or from the site. The project incorporates design standards and measures that are both feasible and consistent with many of the GHG reduction measures recommended for new projects. The proposed project would install energy-efficient lighting and low flow fixtures. Additionally, any renovation and demolition debris that would be generated by the proposed project would be subject to the diversion rate of Unincorporated Los Angeles County.

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9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving fires, because the project is located:				
i) within a Very High Fire Hazard Severity Zones (Zone 4)?	☐	☐	☐	☒
ii) within a high fire hazard area with inadequate access?	☐	☐	☐	☒

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iii) within an area with inadequate water and pressure to meet fire flow standards?	☐	☐	☐	☒
iv) within proximity to land uses that have the potential for dangerous fire hazard?	☐	☐	☒	☐
i) Does the proposed use constitute a potentially dangerous fire hazard?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:

Hazardous materials are generally defined as any material that because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or future hazard to human health and safety or to the environment, if released into the workplace or the environment (Health and Safety Code (H&SC), §25501(o)). The California Department of Toxic Substances (DTSC) is responsible for classifying hazardous materials in the state of California. Hazardous materials are commonly stored and used by a variety of businesses and are commonly encountered during construction activities.

DTSC oversees the cleanup of disposal and industrial sites that have resulted in contamination of soil and groundwater. In close cooperation with the United States Environmental Protection Agency, DTSC administers both state and federal hazardous waste programs including The Resource Conservation and Recovery Act (RCRA) the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA, 42 U.S.C. § 9601–9675), the Toxic Substances Control Act (TSCA) and a number of other State and Federal bodies of law dealing with hazardous materials and the environment. The Envirostar database lists properties regulated by DTSC where extensive investigation and/or cleanup actions are planned or have been completed at permitted facilities and clean-up sites. No hazardous materials sites or properties listed in compliance with California Government Code, Section 65962.5 (e.g., Comprehensive Environmental Response, Compensation and Liability Information System [CERCLIS], Resource Conservation and Recovery Act [RCRA]) are located on the project site. Any sites within the general vicinity are not likely to have contaminated the project site.

Projects in close proximity to airports are within the jurisdiction of the Airport Land Use Commission (ALUC). The Regional Planning Commission meets in the capacity of the ALUC to consider projects requiring ALUC review and it makes a determination of the compatibility of the proposed project with the nearby airport.

The Office of Emergency Management is responsible for organizing and directing the preparedness efforts of the Emergency Management Organization of Los Angeles County. The OEM is the day-to-day Los Angeles County Operational Area coordinator for the County. The emergency response plan for the unincorporated areas is the Operational Area Emergency Response Plan (OAERP), which is prepared by OEM. The OAERP strengthens short and long-term emergency response and recovery capability, and identifies emergency procedures and emergency management routes in the County. The disaster response plan is the County Local All Hazards Mitigation Plan.

The proposed project includes renovations to an existing boat yard, the boat yard operations includes use and storage of some potentially hazardous materials. The Boat yard uses an existing underground storage tank for the diesel fuel and paints, solvents and cleaners are used on site to clean and repair boats. Types of repair for vessels includes, wood work, running gear, fiber glass work, painting, and sanding. Waste products include, sanding dust, paint chips, metal or fiberglass from grinding operations, which are all captured in a clarifier and periodically collected by a certified hazardous waste disposal company. Compressed air is also used on site for boat repair. Any amount of hazardous materials that would be stored would be subject to federal and state laws pertaining to the storage, generation and disposal of hazardous waste materials. Furthermore, the County of Los Angeles is authorized to inspect on-site uses and to enforce state and federal laws pertaining to the storage, use, transportation and disposal of hazardous wastes and materials. The County of Los Angeles also requires that commercial uses submit an annual inventory of hazardous materials in use on site, as well as business emergency plans, submitted annually for review. Since the project stores hazardous materials on site pertaining to boat repair as well as janitorial services and other

cleaning services, the project site would be governed by federal, state, and local laws to ensure the proper use, storage and transport of such materials. The restroom renovations and addition of a storage garage would not increase the storage of hazardous materials Impacts would be less than significant.

All uses and storage of these materials would be subject to federal, state, and local laws pertaining to the use, storage and transportation of these hazardous materials. Most of the hazardous materials indicated above are allowed to be disposed of at the local Class II and Class III landfills that serve the proposed project site and community of Marina del Rey. Since the proposed project would be required to abide by federal, state, and local laws pertaining to the use, storage, and transportation of these materials, the likelihood of an accidental release occurring and creating a significant hazard to the public would be minimal. Therefore, impacts would be less than significant. The project site is not located within a quarter mile of sensitive land uses, therefore there are no impacts.

The project site is not located on a parcel of land that has been included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The closest site that is included on a list of hazardous materials sites is located at 4144 Glencoe Avenue (Cornell-Dubilier Electronics), approximately 1.3 miles east of the project site (Envirostor Database, Hazardous Waste and Substances Site List, Accessed May 5, 2014). Since the proposed project site is not located on a site that is listed as a hazardous materials site, there would be no impacts.

The project site is located approximately 4 miles to the northwest of Los Angeles International Airport (LAX) and approximately 4 miles southeast of the Santa Monica Airport. The project site is not located within 2 miles of LAX, is not located within the Santa Monica Airport Influence Area, is not located in the LAX Airport Influence Area and would not result in a safety hazard for people in the project area. No impacts would occur. There are no private airstrips in the project site vicinity and no safety hazard impact would occur.

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

The project site is not located within a Very High Fire Hazard Severity Zone or a high fire hazard zone and there is adequate emergency access. The proposed project will be required to meet all fire safety requirements including the need to provide adequate fire flow in the event of a fire hazard. The project consists of marine commercial uses the majority of which would not constitute a potentially dangerous fire hazard. The project plans will be reviewed by Fire Department staff during the application review process and project design features, if necessary, will be incorporated into the plans, prior to their approval by the County, to mitigate potential fire hazards. The project site is located in proximity to land uses with the potential for dangerous fire hazard. The project site is located in area reserved for marine commercial and boat storage uses. Surrounding uses are subject to County Fire standards. Therefore, the proposed project will result in less than significant impacts related to a potentially dangerous fire hazard.

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10. HYDROLOGY AND WATER QUALITY

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
e) Add water features or create conditions in which standing water can accumulate that could increase habitat for mosquitoes and other vectors that transmit diseases such as the West Nile virus and result in increased pesticide use?	☐	☐	☐	☒
f) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
g) Generate construction or post-construction runoff that would violate applicable stormwater NPDES permits or otherwise significantly affect surface water or groundwater quality?	☐	☐	☒	☐
h) Conflict with the Los Angeles County Low Impact	☐	☐	☐	☒

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Development Ordinance (L.A. County Code, Title 12, Ch. 12.84 and Title 22, Ch. 22.52)?				
i) Result in point or nonpoint source pollutant discharges into State Water Resources Control Board-designated Areas of Special Biological Significance?	☐	☐	☐	☒
j) Use onsite wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course)?	☐	☐	☐	☒
k) Otherwise substantially degrade water quality?	☐	☐	☒	☐
l) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, or within a floodway or floodplain?	☐	☐	☒	☐
m) Place structures, which would impede or redirect flood flows, within a 100-year flood hazard area, floodway, or floodplain?	☐	☐	☐	☒
n) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
o) Place structures in areas subject to inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:

Los Angeles County is split between two water quality regions: the Los Angeles Region and the Lahontan Region. Each regional board prepares and maintains a Basin Plan which identifies narrative and numerical water quality objectives to protect all beneficial uses of the waters of that region. The Basin Plans achieve the identified water quality objectives through implementation of Waste Discharge Requirements (WDRs) and by employing three strategies for addressing water quality issues: control of point source pollutants, control of nonpoint source pollutants, and remediation of existing contamination.

Point sources of pollutants are well-defined locations at which pollutants flow into water bodies (discharges from wastewater treatment plants and industrial sources, for example). These sources are controlled through regulatory systems including permitting under California's Waste Discharge Requirements and the National Pollutant Discharge Elimination System (NPDES) program; permits are issued by the appropriate Regional Water Quality Control Board and may set discharge limitation or other discharge provisions.

Nonpoint sources of pollutants are typically derived from project site runoff caused by rain or irrigation and have been classified by the United States Environmental Protection Agency (USEPA) into one of the following categories: agriculture, urban runoff, construction, hydromodification, resource extraction,

silviculture, and land disposal, according to the Basin Plan for the Los Angeles Regional Water Quality Control Board. This type of pollution is not ideally suited to be addressed by the same regulatory mechanisms used to control point sources. Instead, California's Nonpoint Source Management Plan describes a three-tiered approach including the voluntary use of Best Management Practices, the regulatory enforcement of the use of Best Management Practices, and effluent limitations. Generally speaking, each Regional Water Quality Control Board implements the least restrictive tier until more stringent enforcement is necessary.

The Los Angeles Regional Water Quality Control Board addresses on-site drainage through its construction, industrial, and municipal permit programs. These permits require measures to minimize or prevent erosion and reduce the volume of sediments and pollutants in a project's runoff and discharges based upon the size of the project site

During the construction phase of a proposed project, the pollutants of greatest concern are sediment, which may run off the project site due to site grading or other site preparation activities, and hydrocarbon or fossil fuel remnants from the construction equipment. Construction runoff is regulated by the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. This permit applies to all construction which disturbs an area of at least one acre.

The Los Angeles County Low Impact Development Ordinance is designed to promote sustainability and improve the County's watersheds by preserving drainage paths and natural water supplies in order to '…retain, detain, store, change the timing of, or filter stormwater or runoff.'

Areas of Special Biological Significance are "…those areas designated by the State Water Board as ocean areas requiring protection of species or biological communities to the extent that alteration of natural water quality is undesirable. All Areas of Special Biological Significance are also classified as a subset of STATE WATER QUALITY PROTECTION AREAS." Note that all of these areas are located off the coast of California and not within any inland water courses or bodies.

FEMA, the Federal Emergency Management Agency, prepares hydrological studies throughout the country, called Flood Insurance Studies, in order to identify areas that are prone to flooding. From the results of these studies, FEMA prepares Flood Insurance Rate Maps (FIRMs) that are designed to geographically depict the location of areas prone to flooding for purposes of determining risk assessment for flood insurance. An area that has been designated a 100-year flood plain is considered likely to flood under the 100-year storm event.

Dam inundation areas are areas that have been identified as being potentially susceptible to flooding from a catastrophic failure of one or more of the dams in Los Angeles County. These areas were mapped in accordance with California Government Code Section 8589.5 and do not suggest with certainty that a particular plot of land would be inundated given a catastrophic dam failure.

A seiche is the sudden oscillation of water that occurs in an enclosed, landlocked body of water due to wind, earthquake, or other factors. A tsunami is an unusually large wave or set of waves that is triggered in most cases by a seaquake or an underwater volcanic eruption. A mudflow is flow consisting predominantly of earthen materials/soil and water.

The project site is currently an urbanized development with marine commercial buildings and surface parking areas. Best management practices (BMPs) would be applied during demolition, construction, and renovation activities to ensure that pollutants associated with the construction activities are not introduced into the storm drain system. With BMPs in place during renovation and redevelopment activities, water

quality standards would remain similar to the existing conditions, and the proposed project would not violate any water quality standards. Impacts to any water quality standards or waste discharge requirements would be less than significant. There is currently no groundwater recharge on the project site and this condition will not change with the implementation of the proposed project. The project does not propose any extraction of groundwater and therefore the proposed project would not cause any impacts to groundwater resources or to groundwater recharge.

The project will comply with the County's Low Impact Development (LID) Program. An approved Hydrology, Drainage and Grading plans from DPW will be required prior to the issuance of any project grading or building permits. The proposed project would have the same or less runoff entering the stormwater drainage system as the current site condition. The project would not cause runoff that would exceed the capacity of the stormwater system. Consequently, there would be no impact to the stormwater drainage system.

The proposed demolition, renovation and construction of the restrooms, marine commercial building and storage garage could introduce pollutants from construction activities into the storm water flow that empties into Marina del Rey small craft harbor. The Applicant would use BMPs during the renovation and redevelopment process to ensure that a minimal amount of pollutants enter into the stormwater flow from the proposed project site. The project proponent would be required to comply with the California Regional Water Quality Control Board (CRWQCB) and the County National Pollutant Discharge Elimination System (NPDES) permit discharge requirements. Impacts from construction and operational runoff would be less than significant.

The project site is not located within an area designated as an Area of Special Biological Significance (ASBS). Therefore, the proposed project would not impact an ASBS. The project does not propose to use septic systems or private sewage disposal systems. The proposed project would have no impact on septic limitations.

The proposed demolition, renovation and construction of the restrooms, marine commercial building and storage garage would not substantially degrade water quality through compliance with NPDES and implementation of an Stormwater Pollution Prevent Plan (SWPPP). Impacts from the proposed project would be less than significant on water quality. The project site is not located within a floodway, floodplain, or other flood hazard area and no structures would be placed within a floodway, floodplain, or other flood hazard area. Therefore, the proposed project would not impact or impeded a flood hazard area.

The proposed project is located within the Marina del Rey Harbor, along the Southern California coastline. The potential exists for communities along low-lying areas of the Southern California coastline to experience flooding due to tsunamis caused by earthquakes or underwater landslides. The maximum expected run-up of a tsunami in the local area of the project site is 9.6 feet in a 100-year interval and 15.3 feet in a 500-year interval (Marina del Rey Land Use Plan, pg. 10-4) Tsunamis generated from local earthquakes may be larger than distant earthquakes but are less likely to occur. Furthermore, the proposed project has been developed with a finished pad and street elevation between 10 and 20 feet above mean sea level. Therefore, potential for the proposed project to be inundated by a tsunami is less than significant. The proposed project is not located near a closed body of water where a seiche could occur due to geological hazards.

11. LAND USE AND PLANNING

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Physically divide an established community?	☐	☐	☐	☒
b) Be inconsistent with the applicable County plans for the subject property including, but not limited to, the General Plan, specific plans, local coastal plans, area plans, and community/neighborhood plans?	☐	☐	☐	☒
c) Be inconsistent with the County zoning ordinance as applicable to the subject property?	☐	☐	☐	☒
d) Conflict with Hillside Management criteria, Significant Ecological Areas conformance criteria, or other applicable land use criteria?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

The project site is located in an area of Marina del Rey that is highly urbanized. Existing marine commercial structures, boat storage, parking lots, and boating uses are located around the proposed project site. The proposed project would not divide an established community; therefore, there would be no impacts. The subject site is zoned Specific Plan and designated Marine Commercial, which permits boat repair and accessory buildings. The renovation of restrooms and addition of the storage garage related to the marine commercial use are therefore consistent with the plan and zoning designations on the project site.

The project site is not located in or adjacent to a Hillside Management Area. Therefore, the proposed project would not be required to abide by the criteria of the Hillside Management Areas. The project site is not located adjacent or within an SEA. Therefore, the proposed project would not have to conform to SEA Criteria. There would be no impacts.

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12. MINERAL RESOURCES

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

The County depends on the State of California's Geological Survey (State Department of Conservation, Division of Mines and Geology) to identify deposits of regionally- significant aggregate resources. These clusters or belts of mineral deposits are designated as Mineral Resources Zones (MRZ-2s), and there are four major MRZ-2s are designated in the County: the Little Rock Creek Fan, Soledad Production Area, Sun Valley Production Area, and Irwindale Production Area. The California Department of Conservation protects mineral resources to ensure adequate supplies for future production.

The California Surface Mining and Reclamation Act of 1975 (SMARA) was adopted to encourage the production and conservation of mineral resources, prevent or minimize adverse effects to the environment, and protect public health and safety. In addition, Title 22 of the Los Angeles County Code (Part 9 of Chapter 22.56) requires that applicants of surface mining projects submit a Reclamation Plan prior to receiving a permit to mine, which must describe how the excavated site will ultimately be remediated and transformed into another use.

Small-scale oil production still occurs in many parts of the County, including the Baldwin Hills and the Santa Clarita Valley. The California Division of Oil, Gas, and Geothermal Resources (DOGGR) permits and tracks each operating production well and natural gas storage well and ultimately monitors the decommissioning process.

The project site is not located within a Mineral Resource Zone as mapped by the County of Los Angeles. The proposed project would not impact a known mineral resource area. The project site is located within an Oil and Gas Resource Zone. The project site is developed with marine commercial uses and does not currently contain existing drilling sites for the recovery of oil and natural gas, nor are any drilling sites located on the project site for the recovery of oil or natural gas proposed in the future. There would be no impacts to oil and natural gas resources with implementation of the proposed project. The proposed project would not result in the loss of availability of a locally important mineral resource recovery site delineated within the County of Los Angeles General Plan or the Marina del Rey Specific Plan.

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13. NOISE

Would the project result in:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Exposure of persons to, or generation of, noise levels in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from parking areas?	☐	☐	☒	☐
d) 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?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project will conform to Los Angeles County Code Title 12, Chapter 12.08 (Noise Control Ordinance). Section 12.08.390 of the County Code provides a maximum exterior noise level of 45 decibels (dB) between 10:00 p.m. and 7:00 a.m. (nighttime) and 50 dB from 7:00 a.m. to 10:00 p.m. (daytime) in Noise Zone II (residential areas).

Construction of the proposed project would temporarily increase noise levels due to the use of heavy-duty construction equipment during demolition, grading and building construction. Construction activities will be conducted according to best management practices, including maintaining construction vehicles and equipment in good working order by using mufflers where applicable, limiting the hours of construction, and limiting the idle time of diesel engines. Noise from construction equipment will be limited by

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compliance with the Noise Control Ordinance and County Code Section 12.12. Therefore, construction impacts would result in a less than significant impact.

In operation, the proposed project would not substantially alter the current noise generated at the project site. The project would renovate an existing restroom building into a marine commercial use and construct a new restroom facility and storage garage. The proposed Project would not change the marine commercial nature of the site. Operation of the project would not result in a substantial change in on-site stationary noise sources or traffic levels. As a result, the project would result in a less than significant noise impact.

The proposed project is not considered a sensitive use, such as a school, hospital, or senior citizen facility. The closest school to the proposed project site is the Westside Global Awareness Magnet School located approximately 2.4 mile west of the project site. The closest hospital is the Marina del Rey Hospital located approximately 0.8 miles to the north of the project site. The closest sensitive residential uses (Breakwater Apartments) are located approximately 0.5 miles to the south of the project site. Burton W. Chace Park is approximately 0.5 miles to the northwest project site (across Basin H). The proposed project does not include a sensitive land use. At these distances, the project would not generate construction noise that would expose sensitive receptors to excessive noise source. However, construction of the proposed project would temporarily increase noise levels due to the use of heavy-duty construction equipment during demolition, grading and building construction.

The project site is not located within the Los Angeles International Airport or Santa Monica Airport land use plan and is not located adjacent or near a private airstrip and would not expose people to excessive noise levels. The project would have no impact with respect to this threshold.

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14. POPULATION AND HOUSING

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
d) Cumulatively exceed official regional or local population projections?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

Typical local thresholds of significance for housing and population growth include effects that would induce substantial growth or concentration of a population beyond a city's or county's projections; alter the location, distribution, density, or growth rate of the population beyond that projected in the city or county general plan housing element; result in a substantial increase in demand for additional housing, or create a development that significantly reduces the ability of the county to meet housing objectives set forth in the city or county general plan housing element.

The proposed demolition, renovation and construction of the restrooms, marine commercial building and storage garage would not change the primary use of the marine commercial site. No residential land use component is proposed. Therefore, implementation of the proposed project would not exceed official regional or local population projections and there would be no impacts. The existing land uses on the project site include a boat repair yard and surface parking lots. There are no residential units located on the project site; therefore, implementation of the proposed project would not displace existing housing or affordable housing or a substantial number of people within the community of Marina Del Rey. No impacts would occur.

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15. PUBLIC SERVICES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Sheriff protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Libraries?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

Fire suppression services in unincorporated Los Angeles County are provided by the Los Angeles County Fire Department (LACoFD), which has 22 battalions providing services to 58 cities and the whole unincorporated area of Los Angeles County. The LACoFD uses national guidelines of a 5-minute response time for the 1st-arriving unit for fire and EMS responses and 8 minutes for the advanced life support (paramedic) unit in urban areas, and 8-minute response time for the 1st-arriving unit and 12 minutes for advanced life support (paramedic) unit in suburban areas. The project site is located in the urbanized area of Marina del Rey. BMPs would be standard during renovation and construction of the restroom, marine-commercial building and storage garage to ensure that the threat for fire and the threat of crime (pilferage of the construction equipment) is reduced or does not occur on the project site. Since the proposed project would not pose any special fire problems, there would be no impacts. The nearest County Fire Station (#110), located at 4433 Admiralty Way, to the project site is 1.4 miles away.

Law enforcement services within the unincorporated Los Angeles County are provided by the Los Angeles County Sheriff's Department. The Los Angeles County Sheriff's Department strives to maintain a service ratio of approximately one officer for every 1,000 residents within the communities it serves. The renovation and construction of the restroom, marine-commercial building and storage garage could provide opportunity for crime (pilferage of the construction equipment and materials) but not different from other construction locations within the area. The proposed project would not pose any special law enforcement problems, there would be no impacts. The nearest County Sheriff's Station, located at 13851 Fiji Way, to the project site is 0.4 miles away.

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In Los Angeles County, parks are operated and maintained by the Department of Parks and Recreation. As of 2010, there were approximately 153 recreational facilities managed by the Department of Parks and Recreation totaling approximately 65,528 acres of recreation and open space. The Los Angeles County General Plan, Regional Recreation Areas Plan, provides the standard for the allocation of parkland in the unincorporated county. This standard is four acres of local parkland per 1,000 residents and six acres of regional parkland per 1,000 residents. For subdivision projects, the Quimby Act permits the County, by ordinance, to require the dedication of parkland or the payment of an in-lieu fee to achieve the parkland-to-population ratio sought in the General Plan. Further, as a condition of a zone change approval, General Plan amendment, or Specific Plan approval, the County may require the applicant pursuing the subdivision to dedicate and/or improve land according to the following General Plan standards. This requirement is justified as long as an appropriate nexus between the proposed project and the dedication can be shown.

In the unincorporated portions of Los Angeles County, as well as in 50 of the 88 cities within the County, library services are provided by the County of Los Angeles Public Library. There are approximately 84 libraries operated by the County with roughly 7.5 million volumes in its book collection. The County of Los Angeles Public Library is a special district and is primarily funded by property taxes, but other funding mechanisms include a Mello-Roos Community Facilities District, developer impact fees, developer agreements, and a voter-approved special tax.

The project is not a residential land use and would not have an impact of schools. The nearest park is Burton Chace Park located approximately 0.8 miles away from the project site, no residential units are proposed, therefore there would be no impact to park resources. The proposed project would have no change to current library services as the proposed project would have the same demand as the current uses. The nearest County library, located at 4533 Admiralty Way, is approximately 0.9 miles away from the project site.

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16. RECREATION

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
c) Would the project interfere with regional open space connectivity?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

The Los Angeles County General Plan standard for the provision of parkland is four acres of local parkland per 1,000 residents of the population in the County's unincorporated areas, and six acres of regional parkland per 1,000 residents of the County's total population.

The existing marine commercial structures do not include recreational features for visitors. No impacts would occur. The proposed project would not generate a permanent population within the community of Marina del Rey, there would not be a need to develop or expand additional recreational facilities around or near the project site. There would be no impact from the proposed project. The proposed project would be consistent with the Department of Parks and Recreation Strategic Asset Management Plan 2020. There is no regional open space in the project area and the proposed project would not interfere with connectivity.

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17. TRANSPORTATION/TRAFFIC

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program (CMP), including, but not limited to, level of service standards and travel demand measures, or other standards established by the CMP for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

Traffic conditions are determined by using a system that measures the volume of traffic going through an intersection at a specific point in time relative to the intersection's maximum possible automobile through-put. This volume-to-capacity ratio is referred to as Level of Service (LOS) and ranges from the best-case scenario LOS A (free-flowing conditions) to the worst-case scenario LOS F (gridlock).

The project includes the renovation of restroom facility to marine-commercial and construction of a new restroom facility and new storage garage. The site is already developed as a boat repair yard and the proposed project would not increase traffic trip to the site.

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The project would not change air traffic patterns or change roadway design. Any haul trucks will follow the regular main arterial routes in exporting grading materials. The project does not include a change to any of the existing emergency access routes. The proposed project will not interfere with existing Bikeway Plan, Pedestrian Plan, Transit Oriented District development standards in the County General Plan Mobility Element. The proposed renovation of existing commercial-retail buildings will not decrease the performance or safety of an alternative transportation facility. There would be no impact from the proposed project.

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18. UTILITIES AND SERVICE SYSTEMS

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Exceed wastewater treatment requirements of either the Los Angeles or Lahontan Regional Water Quality Control Boards?	☐	☐	☐	☒
b) Create water or wastewater system capacity problems, or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Create drainage system capacity problems, or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient reliable water supplies available to serve the project demands from existing entitlements and resources, considering existing and projected water demands from other land uses?	☐	☐	☒	☐
e) Create energy utility (electricity, natural gas, propane) system capacity problems, or result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

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EVALUATION OF ENVIRONMENTAL IMPACTS:

All public wastewater disposal (sewer) systems are required to obtain and operate under the terms of an NPDES (National Pollution Discharge Elimination System) permit, which is issued by the local Regional Water Quality Control Board (RWQCB). The NPDES is a permitting program that established a framework for regulating municipal, industrial, and construction stormwater discharges into surface water bodies and stormwater channels.

The Los Angeles and Lahontan Regional Water Quality Control Boards are responsible for implementing the federally-mandated NPDES program in the County through the adoption of an Order, which is effectively the NPDES Permit for that region. The Los Angeles Regional Board's Permit designates 84 cities within the Board's region as permittees, and the County as the principal permittee of the NPDES Permit. The NPDES Permit defines the responsibilities of each permittee to control pollutants, including the adoption and enforcement of local ordinances and monitoring programs. The principal permittee is responsible for coordinating activities to comply with the requirements set forth in the NPDES Permit, but is not responsible for ensuring the compliance of any other permittee. The County's Stormwater Ordinance requires that the discharge, deposit, or disposal of any stormwater and/or runoff to storm drains must be covered by a NPDES permit.

For the unincorporated areas, in accordance with the NPDES Permit, the County implements a Standard Urban Stormwater Mitigation Plan (SUSMP) at the project site level to address pollutants generated by specific activities and types of development. The main purpose of this planning program is to identify new construction and redevelopment projects that could contribute to stormwater pollution, and to mitigate run-off from those projects by requiring that certain Best Management Practices be implemented during and after construction. Moreover, the SUSMP prevents erosion by controlling runoff rates, protecting natural slopes and channels, and conserving natural areas.

The Los Angeles County Integrated Waste Management Plan (IWMP), which is compiled by the interagency Integrated Waste Management Task Force and updated annually, has identified landfills with sufficient disposal capacity for the next 15 years, assuming current growth and development patterns remain the same. In addition to the projections of the IWMP (see above), all projects must comply with other documents required by the California Integrated Waste Management Act of 1989 (AB 939).

The project includes the renovation of restroom facility to marine-commercial and construction of a new restroom facility and new storage garage and would not generate an increase in wastewater. The restroom renovations include a total decrease in restroom facilities from 12 toilets , 6 urinals , and 4 showers in two restroom facilities to 7 toilets, 2 urinals and 4 showers contained in one restroom facility and one toilet in the renovated marine commercial building. No substantial increase in commercial square footage would occur; therefore, the proposed project would not substantially increase the amount of waste water that is generated compared to existing conditions. The proposed project would not increase capacity problems at the Hyperion wastewater treatment plant that currently serves the project site.

The proposed project would require the same or less drainage from the project site as the existing land uses as the project will need to comply with the Low Impact Development standards that improves groundwater infiltration. Review of the drainage concept/LID plan will be required as part of the Department of Public Works' Land Development Division's Site Plan Review, preceding the issuance of any project grading or building permits. Therefore, the project should have no impact on the existing drainage system. The project site is located in a developed area of Marina del Rey that is currently served by an existing water conveyance system. Fire flows to the project site are adequate for the uses that currently exist on the project site (Parcel

53). Furthermore, the proposed project site contains fire hydrants located around the project site to provide hook-ups for the fire department in case of a fire on the project site. The proposed project would not include the addition of floors to the existing commercial structures, therefore, an increase in fire flow is not anticipated to be required ti adequately serve the proposed project upon its completion.

The project site currently receives electricity from the Southern California Edison Company and natural gas from the Southern California Gas Company. Infrastructure currently exists on the project site, which conveys an adequate supply of electricity and natural gas to the existing uses on the project site. Project development will result in a small increase of building square footage (storage garage) but would not result in an appreciable intensification of use on the project site; therefore, the proposed project would demand the same amount of electricity and natural gas that is currently being demanded under existing conditions. No impacts would occur.

The proposed project would not result in an appreciable increase the intensity of the existing land uses, and therefore, would generate the same amount of solid waste that is being generated under existing conditions. During project demolition, construction and renovation activities, an increase in the amount of construction debris would occur; however, this increase is normal and would be temporary in nature and would be able to be accommodated by the local solid waste disposal service provided in the community of Marina del Rey. Furthermore, any debris that would be generated by the proposed project would be subject to the diversion rate. Since the proposed project would not generate more solid waste upon its completion than is being generated under existing conditions and since renovation of the proposed project site would produce a minimal amount of renovation debris that can be adequately disposed of at landfill facilities serving the project site, no impacts would occur. The proposed project would comply with all federal, state, and local statutes regulating solid waste. As there is no proposed change in land use there would be a less than significant impact from the proposed project on solid waste statutory compliance.

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19. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐

Based on the findings of this initial study, the proposed project would neither degrade the quality of the environment nor is it expected to eliminate important examples of the major periods of California prehistory. The proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, nor threaten a plant or animal community. There are no nesting trees or active birds nest on-site, further compliance with LCP polices 23 and 34 would require surveys for the presence of these birds and other species prior to development and renovation activities. Therefore, impacts would be less than significant and further analysis on this topic is not required.

b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☐	☐	☒

The proposed project would not disadvantage any long-term environmental goals of Los Angeles County or those identified in the Marina del Rey 2010 Conservation and Management Plan in an effort to achieve short-term environmental goals, as both goals are consistent with each other.

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

As described in this Initial Study, the proposed project would not increase the current land use intensity on the project site. Related projects as specified above would be involved in individual environmental review to determine the level of significance for impacts pertaining to each of their individual development. Therefore, cumulative impacts would be less than significant and the project's contribution to cumulative impacts would not be cumulatively considerable.

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d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

As described throughout this Initial Study, the proposed project includes demolition of one 770 square foot restroom facility located at the north eastern portion of the site to be replaced with a new 921 square foot restroom facility just east of the fire lane closest to the water. The second existing 770 square foot restroom located on the west side of the fire lane would be converted marine commercial space. The project also includes construction of a new storage garage totaling 4,383 to accommodate sixteen cars (3,916 square feet) and six boater storage units (467 square feet) along the western parcel edge. The proposed project would not include construction or operational activities that would cause a substantial adverse effect on human beings. No significant impacts would occur and further analysis on this topic is not required.

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MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
PROJECT NO.R2013-02884-(4) / PERMIT NO.RDCP201300002 / ENV NO. 201300246

#	Environmental Factor	Mitigation	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
1.1	Aesthetics					
1.2	Aesthetics					
1.3	Aesthetics					
1.4	Aesthetics					
2.1	Agriculture / Forest					
3.1	Air Quality					
4.1	Biological Resources					
5.1	Cultural Resources					
6.1	Energy					
7.1	Geology / Soils	Provide acceptable bearing support without triggering significant long-term settlement within the underlying clayey and silty soil deposits.	Utilize geofoam underneath the mat foundation of restroom structure.	Prior to grading permit	B&S - DPW	DPW
8.1	Greenhouse Gas Emissions					
9.1	Hazards / Hazardous Materials					
10.1	Hydrology / Water Quality					
11.1	Land Use / Planning					
12.1	Mineral Resources					
13.1	Noise					
14.1	Population / Housing					
15.1	Public Services					
16.1	Recreation					
17.1	Transportation / Traffic					
18.1	Utilities / Services					
19	Mitigation Compliance	As a means of ensuring compliance of above mitigation measures, the applicant and subsequent owner(s) are responsible for submitting compliance report to the Department of Regional Planning for review, and for replenishing the mitigation monitoring account if necessary until such as all mitigation measures have been implemented and completed.	Submittal and approval of compliance report and replenishing mitigation monitoring account	Yearly and as required until all measures are completed.	Applicant and subsequent owner(s)	DRP

15555
BoatYard
Vaos yacht sales

COMMUNITY PLAN

COMMUNITY PLAN
700 FOOT RADIUS MAP

Proj. R2013-02884 (4)
RCDP 2013-00002

Legend

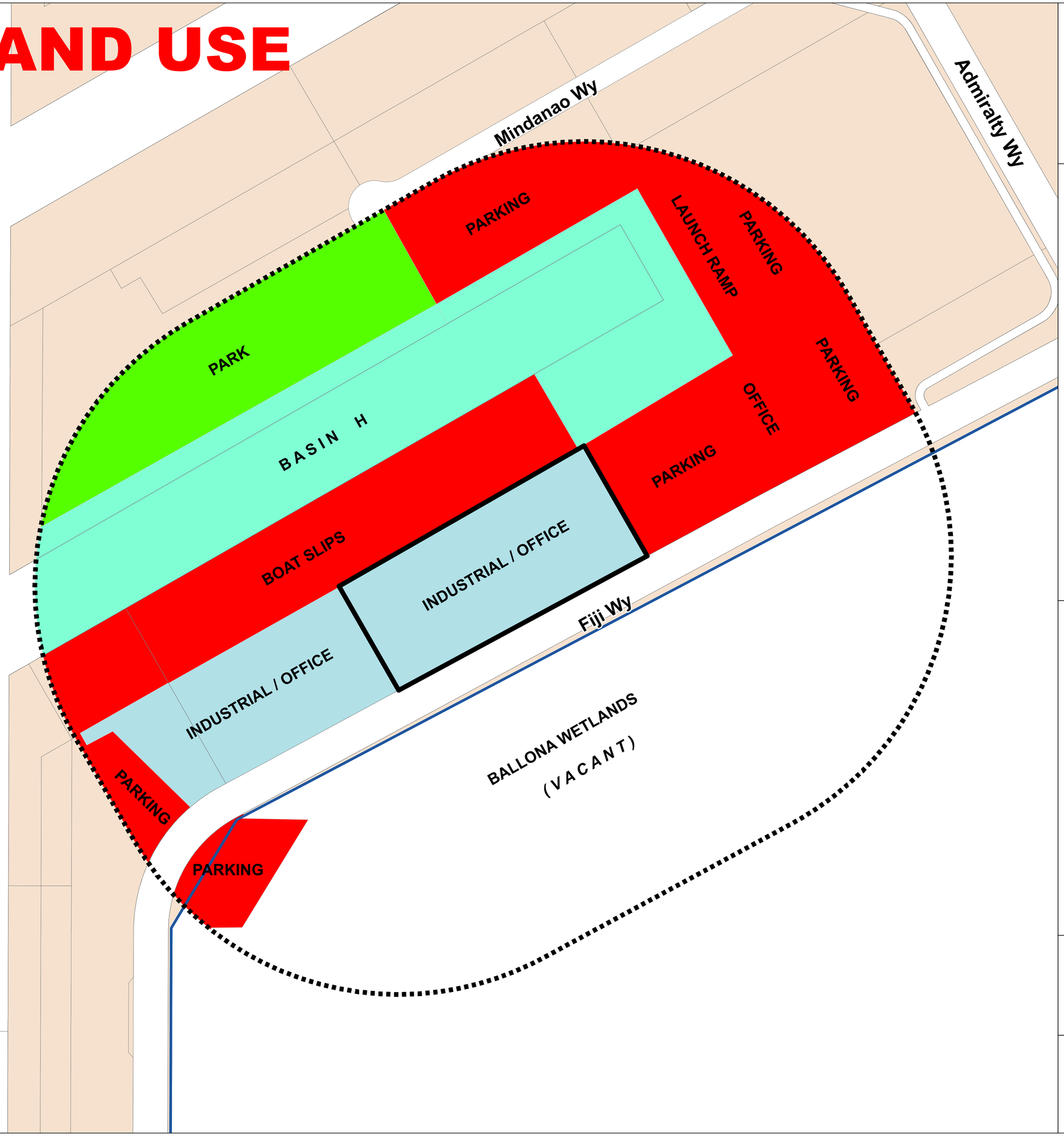
- MC - Marine Commercial
- B - Boat Storage
- P - Parking
- PF - Public Facilities
- OS - Open Space
- W - Water

VICINITY MAP

0 50 100 200 300 400 Feet

LOS ANGELES COUNTY
Department of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012

LAND USE



LAND USE
700 FOOT RADIUS MAP

Proj. R2013-02884 (4)
RCDP 2013-00002

Legend

- PARKS & GOLF COURSES
- COMMERCIAL
- LIGHT INDUSTRY
- WATER
- VACANT

VICINITY MAP

0 50 100 200 300 400 Feet

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LOS ANGELES COUNTY
Department of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012

(310) 305-9503 ✦ 13837 Fiji Way, Marina del Rey, CA 90292 ✦ beaches.lacounty.gov

Caring for Your Coast

Gary Jones
Acting Director

Kerry Silverstrom
Chief Deputy

John Kelly
Deputy Director

MARINA DEL REY DESIGN CONTROL BOARD AGENDA

Wednesday, September 18, 2013, 1:30 p.m.

Burton W. Chace Park
Community Building
13650 Mindanao Way
Marina del Rey, CA 90292

Audio

1. **Call to Order, Action on Absences, Pledge of Allegiance, and Order of Agenda**

2. **Approval of the August 21, 2013 Minutes**

3. **Public Comment**
This is the opportunity for members of the public to address the Board on items that are not on the posted agenda, provided that the subject matter is within the jurisdiction of the Board. Speakers are reminded of the three-minute time limitation.

4. **Consent Agenda**
The Chair may entertain a motion by a Board member at the beginning of the meeting to approve certain non-controversial agenda items as consent agenda items unless held by a Board member or member(s) of the public for discussion or separate action.

5. **Old Business**
None

6. **New Business**
A. Parcel 97 – Marina Optometry – Consideration of business identification signage and Design Control Board Review related thereto – DCB #13-010 ***Attachment: Applicant Plans***

B. Parcel 97 – Coldwell Banker – Consideration of business identification signage and Design Control Board Review related thereto – DCB #13-011 ***Attachment: Applicant Plans***

7. **Staff Reports**
A. Temporary Permits Issued by the Department

B. Ongoing Activities Report
- Board of Supervisors Actions on Items Relating to Marina del Rey
- Regional Planning Commission's Calendar
- Coastal Commission's Calendar
- Future Major DCB Agenda Items
- Small Craft Harbor Commission Minutes
- Marina Design Guidelines Update

- Redevelopment Project Status Report
- Marina del Rey Visioning Process

C. Marina del Rey and Beach Special Events

8. Adjournment

PLEASE NOTE

1. ADA ACCOMODATIONS: If you require reasonable accommodations or auxiliary aids and services such as material in alternate format or a sign language interpreter, please contact the ADA (Americans with Disabilities Act) Coordinator at (310) 305-9538 (Voice) or (310) 821-1734 (TDD). The ADA coordiantor may be reached by email at rstassi@bh.lacounty.gov.

2. The Los Angeles County Board of Supervisors adopted Chapter 2.160 of the Los Angeles Code (Ord. 93-0031 ~ 2 (part), 1993, relating to lobbyists. Any person who seeks support or endorsement from the Design Control Board on any official action must certify that he/she is familiar with the requirements of this ordinance. A copy of the ordinance can be provided prior to the meeting and certification is to be made before or at the meeting.

All materials provided to the Design Control Board Members are available for public review, beginning the Friday prior to the meeting, at the **four Marina del Rey locations listed below**. The Department of Beaches and Harbors website also provides all reports and audio files from current and past meetings. Electronic copies of project submittals for Business Items referred to in this agenda will be available online for a two week period from the date of this agenda.

Please visit the Department of Beaches and Harbors Website Address at http://marinadelrey.lacounty.gov, or the Design Control Board Archive for more information.

Department of Beaches and Harbors
Administration Building
13837 Fiji Way
Marina del Rey, CA 90292

MdR Visitors & Information Center
4701 Admiralty Way
Marina del Rey, CA 90292

Burton Chace Park Community Room
13650 Mindanao Way
Marina del Rey, CA 90292

Lloyd Taber-Marina del Rey Library
4533 Admiralty Way
Marina del Rey, CA 90292

DESIGN CONTROL BOARD MINUTES
August 21, 2013

Members Present: Peter Phinney, AIA, Chair (Fourth District); Helena Jubany, Vice Chair (First District); Tony Wong, P.E, Member (Fifth District)

Members Absent: Simon Pastucha, Member (Third District)

Department of Beaches and Harbors Staff Present: Gary Jones, Acting Director; Charlotte Miyamoto, Planning Division Chief; Michael Tripp, Planning Specialist; Ismael Lopez, Planner; Mindy Sherwood, Interim Secretary for the Design Control Board

County Staff Present: Anita Gutierrez, Department of Regional Planning; Amy Caves, County Counsel; Gina Natoli, Department of Reginald Planning

Guests Testifying: Adam Berry, Essex Property Trust; Jeff Winter, Bluewater Design Group; Jill Peterson, Pacific Ocean Management, LLC; Melik Gozalian, Marine Parts Supplier; Kishiko Muradian, MOMO; Greg Schem, The Boatyard; Paul Collins, PAC Design; Aaron Clark, Armbruster, Goldsmith & Delvac, LLP; David Canzoneri, Villa Del Mar Properties, Ltd; Brian Tichenor, Tichenor & Thorp Architects

1. **Call to Order and Pledge of Allegiance**
   Chair Phinney called the meeting to order at 1:33 PM.

   Board Member Wong led the Pledge of Allegiance.

   Chair Phinney requested a change in the order of the agenda so that New Business Items 6A, 6B, and 6C, all signage requests, would be heard first. The Board unanimously agreed to Chair Phinney's request.

2. **Approval of June 19, 2013 and July 16, 2013 Minutes**
   On a motion of Mr. Wong, seconded by Vice-chair Jubany, the Board unanimously approved the minutes for June and July of 2013.
   Ayes: 3 – Chair Phinney, Vice-chair Jubany, and Mr. Wong

3. **<u>Public Comment</u>**
   None

4. **<u>Consent Agenda</u>**
   None

5. **<u>Old Business (Items 6A, 6B and 6C were heard prior to Items 5A and 5B)</u>**
   A. <u>Parcel 44 – Pier 44 – Consideration of final redevelopment and DCB Review related thereto – DCB #08-015</u>

   Mr. Lopez presented the project staff report and at the request of Chair Phinney, read the following conditions into the record.

   - Revise design, massing and orientation of Building V, to allow a wide central view corridor toward Basin G from Admiralty Way;
   - Include pedestrian enhancements and improve pedestrian connections throughout the parcel including at the intersection of Admiralty Way at Mindanao Way. Landscaping in view corridors should be kept low to avoid interfering with the view of the Marina;

- Enhance pedestrian promenade and bicycle path with amenities and additional landscaping;
- Distribute bicycle parking stalls in multiple locations and near entryways throughout parcel, rather than in one centrally located area;
- Reexamine the mass and scale of Building II (Trader Joe's);
- Revise building design and orientation of Buildings VI and VII to allow conditions listed above to be accommodated;
- Exploit design differences for the buildings on the property;
- Further develop Building VII. Consider locating the yacht club there; and
- Return for final project review post-entitlement for final colors, materials, building design, landscaping, promenade/site amenities, signage and site illumination.

Public Comment
None

Board Comment
Chair Phinney suggested a revision to the second condition, to clarify the Board's intention to have a diagonal access point at both of the project's intersections along Admiratly Way. He requested that staff add the intersection of Admiralty Way and Bali Way to the second condition.

On a motion of Mr. Wong, seconded by Vice-chair Jubany, this item was approved unanimously with the following revision to the second condition:

- Include pedestrian enhancements and improve pedestrian connections throughout the parcel including at the intersections of Bali Way and Admiralty Way and Mindanao Way and Admiralty Way. Landscaping in view corridors should be kept low to avoid interfering with the view of the Marina.

Ayes: 3 – Chair Phinney, Vice-chair Jubany, and Mr. Wong

B. Parcel 125 – Marina City Club – Further consideration of promenade improvements and DCB Review related thereto – DCB #10-016-C

Mr. Lopez presented the project staff report.

Mr. Berry introduced himself and stated Essex Property Trust would be presenting three alternatives that incorporate Board comments made at the May meeting.

Mr. Winter presented the project and stated that revisions were made to the hardscape, landscaping and seating areas. He summarized that the lessee was proposing to widen the promenade up to 12 feet in width, make it accessible to the public 24 hours a day, and make it compliant with the Americans with Disabilities Act. Mr. Winter further stated that the pavers that had been approved as part of the 2011 submittal, had been replaced with stamped concrete, the existing palms trees would remain, and the seating areas had been revised to incorporate flags as vertical elements. Mr. Winter opined that the pattern of the concrete would contribute to a sense of open space.

Public Comment
None

Board Comment
Vice-chair Jubany wanted to know why the proposed benches were changed from wood to metal and if there was any cost difference or maintenance issues contributing to the choice between the two materials.

Mr. Winter responded that the wood would not stand up as well to the marine environment and that the metal would complement the new railing along the seawall, and the security fence.

Chair Phinney disclosed he had ex parte communication with the applicant and his architect at his office, and that during that meeting he suggested adding landscaping and softening elements which he thought were missing from the originally revised plan. He further stated that he thought that Alternative One was not as interesting as Alternatives Two or Three, and asked for the Board for their opinion on the alternatives. Mr. Phinney then asked the applicant if there would be no irrigation to the landscaping, because they were proposing drought tolerant plants.

Mr. Winter responded irrigation was not necessary for these plants, because of the amount of moisture naturally occurring in the air.

Mr. Wong asked who would be responsible for maintaining the landscaping.

Mr. Winter responded the lessee would be responsible for maintaining the landscaping.

Mr. Jones noted even though it is the promenade it is still the leaseholder's responsibility to maintain the area.

Mr. Tripp stated that the lessee has agreed to maintain the landscaping and that staff will ensure that it survives.

Chair Phinney requested confirmation that the Board was voting on the final design package as a whole and making a recommendation on one of the alternatives.

Vice-chair Jubany thanked the applicant for working closely with the Board to provide a better looking project.

On a motion of Vice-chair Jubany, seconded by Mr. Wong, this item was approved unanimously with the selection of Alternate Two as the preferred alternative for the seating area and landscaping.

Ayes: 3 – Chair Phinney, Vice-chair Jubany, and Mr. Wong

6. <u>New Business</u>

A. <u>Parcel 145 – Hilton Garden Inn – Consideration of additional business identification signage and DCB Review related thereto – DCB #12-014-B</u>

Mr. Lopez presented the project staff report.

<u>Public Comment</u>

None

<u>Board Comment</u>

Chair Phinney asked about the hours of operation and proposed illumination schedule for the sign.

Mr. Lopez responded that staff's recommendation to allow the sign to be lit for one hour after closing was consistent with what had been previously approved by the Board for bars and restaurants in the Marina.

On a motion of Vice-chair Jubany, seconded by Mr. Wong, this item was approved unanimously.

Ayes: 3 – Chair Phinney, Vice-chair Jubany, and Mr. Wong

B. Parcel 56 – Momo Gift Shop – Consideration of business identification signage and DCB Review related thereto – DCB #13-006

Mr. Lopez presented the project staff report.

Public Comment
None

Board Comment
Vice-chair Jubany asked why the proposed façade-mounted sign appeared to be located off-center over the window.

Ms. Muradian responded that it was their intention to center the sign over the window.

Chair Phinney recommended that the façade-mounted sign should be the same width as the window, and centered above it so that it appears to be part of the building. Regarding the blade sign, he recommended that it be made smaller, so that it would be in compliance with the County Code.

On a motion of Vice-chair Jubany, seconded by Mr. Wong, this item was approved with the above-mentioned recommendations, and approved unanimously.
Ayes: 3 – Chair Phinney, Vice-chair Jubany, and Mr. Wong

C. Parcel 44 – Marine Parts Supply – Consideration of business identification signage and DCB Review related thereto – DCB #13-007

Mr. Lopez presented the staff report.

Vice-chair Jubany asked if staff they had pictures of other signs located on the same building.

Mr. Lopez showed photos of other signs located on the property.

Public Comment
None

Board Comment
Vice-chair Jubany asked for clarification of staff's recommendation to approve one sign and deny the other.

Mr. Lopez responded that staff was recommending the approval of the signage that reads, "Marine Parts Supplier," because it contained the name of the business, and the denial of the sign that reads, "Marine Engine Service," because it is simply describing a service that is offered, and the Marina del Rey sign regulations only permit one façade-mounted sign per non-contiguous street or water frontage.

Chair Phinney asked the applicant if the two store fronts that he was occupying were two different businesses.

Mr. Gozalian responded that it was only one business.

Ms. Peterson stated the second sign describes a service that the business offers.

Vice-chair Jubany asked if signage had previously come before the Board, which included the phone number of the business, and if this type of sign was typical in the Marina.

Mr. Lopez responded that the Board had approved signs with phone numbers on them before, and that it depended on where the sign was located and what already existed on the site.

On a motion of Vice-chair Jubany, this item was approved with the staff recommendation of approval of first sign, which reads, "Marine Parts Supplier," and denial of the second sign. The motion was seconded by Mr. Wong and approved unanimously.
Ayes: 3 – Chair Phinney, Vice-chair Jubany, and Mr. Wong

D. Parcel 53 – The Boatyard – Consideration of site renovation concept and DCB Review related thereto – DCB #13-008

Mr. Lopez presented the staff report.

Mr. Schem introduced himself and gave a summary of the proposed project.

Public Comment
None

Board Comment
Chair Phinney stated that the Board could not comment whether or not the proposed landside promenade was consistent with the promenade proposed for the Boat Central project proposed on the neighboring parcel, because that project was denied by the Board, and they never saw the final design plans.

Mr. Tripp stated that the promenade proposed for this project was similar to the Boat Central project, but much narrower, at about 12 feet in width, versus 28 feet for that project.

Chair Phinney stated this project is different from most projects reviewed by the Board because it is a commercial fishing project with no public aspect to it. He stated that the project had no public promenade along the water, but was providing an expanded walkway along the street. Chair Phinney then asked staff if the existing public promenade essentially stops at Boat Central and doesn't pick up again until Fisherman's Village.

Mr. Tripp responded that currently there is no public promenade that goes around the launch ramp, and that the Local Coastal Program states that some uses, such as boat yards, are not required to provide a waterfront promenade, because of safety issues.

Chair Phinney stated that he hoped that as part of the lease negotiation, the property along the Ballona Wetlands could be looked at for discussion of a possible public promenade along the wetlands, when a waterfront promenade cannot be provided. Specifically Chair Phinney asked if lessees could provide financial and design contribution to such a promenade, even though it is not part of their leasehold. Chair Phinney then asked staff if any discussions had been made about such an idea.

Mr. Jones stated that it had been considered during the negotiations, as had question as to whether a marine commercial use was the best use for this parcel, and the boat yard located next to it on Parcel 54. It was eventually determined that this type of use was critical to the vitality of the Marina, and that while the department had made similar requirements on less crucial uses, it did not feel it was appropriate in this case.

Chair Phinney asked if the applicant was going to be coming back to the DCB, with some refinement for, final approval.

Mr. Lopez affirmed that the project would return for final review.

Chair Phinney stated that he was dissatisfied with the sidewalk and would like to the department to negotiate a walkway across the street as part of this project.

Mr. Tripp responded that the land which he is referring to belongs to California Department of Fish and Wildlife and that it would be difficult to condition a project to build on land that is owned by a state agency.

Ms. Miyamoto stated that the Ballona Wetlands is working on their environmental document, which would be going public in a couple of months. She further stated that the document going public would provide an opportunity for interested parties to make comments about the connections between the Marina del Rey and the Wetlands.

Mr. Tripp suggested the Visioning Process is another opportunity where this issue may be addressed.

On a motion of Chair Phinney, the preliminary site plan was approved with the requirement that improvements be made to the exterior of the carport structure, specifically the wave design on the side of the building near the fire lane, that increased transparency be provided in the perimeter fencing, particularly at the southeast corner, and that the applicant further refine the chain link fence around the site. The motion was seconded by Mr. Wong and approved unanimously.

Ayes: 3 – Chair Phinney, Vice-chair Jubany, and Mr. Wong

E. <u>Parcel 13 – Villa del Mar Aprtments – Consideration of site renovation concept and DCB Review related thereto – DCB #13-009</u>

Mr. Lopez presented the staff report.

Mr. Clark, Mr. Canzoneri and Mr. Tichenor gave their presentation on the project.

<u>Public Comment</u>
Charles Preston expressed his support for the renovation.

Tim Riley submitted a letter of support from the MdR Lessees Association.

<u>Board Comment</u>
Vice-chair Jubany stated that she liked the pattern chosen for the promenade.

Chair Phinney recommended more up lighting opportunities with shuttered LED fixtures with low wattage to up light the flax proposed behind the benches. He also suggested lighting the potted materials located near the restrooms, and using up lights and down lights to enhance the promenade.

Vice-chair Jubany asked if the parking area was facing the promenade, and if so, what efforts were being made to screen it.

Mr. Canzoneri confirmed that the parking area did face the promenade, and stated that vertical elements and green screening would be used to address the issue.

On a motion of Vice-chair Jubany, seconded by Mr. Wong, this item was approved unanimously.

Ayes: 3 – Chair Phinney, Vice-chair Jubany, and Mr. Wong

7. Staff Reports

Ms. Miyamoto introduced Gina Natoli from the Department of Regional Planning.

Ms. Natoli provided a report on the Visioning Process. She Informed the Board that her department had created a virtual town hall for the Visioning Process, which could be accessed by going to www.envisionmdr.com. Ms. Natoli also stated that in September, she will be going before the Regional Planning Commission, to listen to their ideas and suggestions and then will return to the Small Craft Harbor Commission and DCB at a joint meeting in October.

All other reports were received and filed.

Public Comment

None

Board Comment

Chair Phinney stated he visited the town hall website and that the information is out there and easy to find.

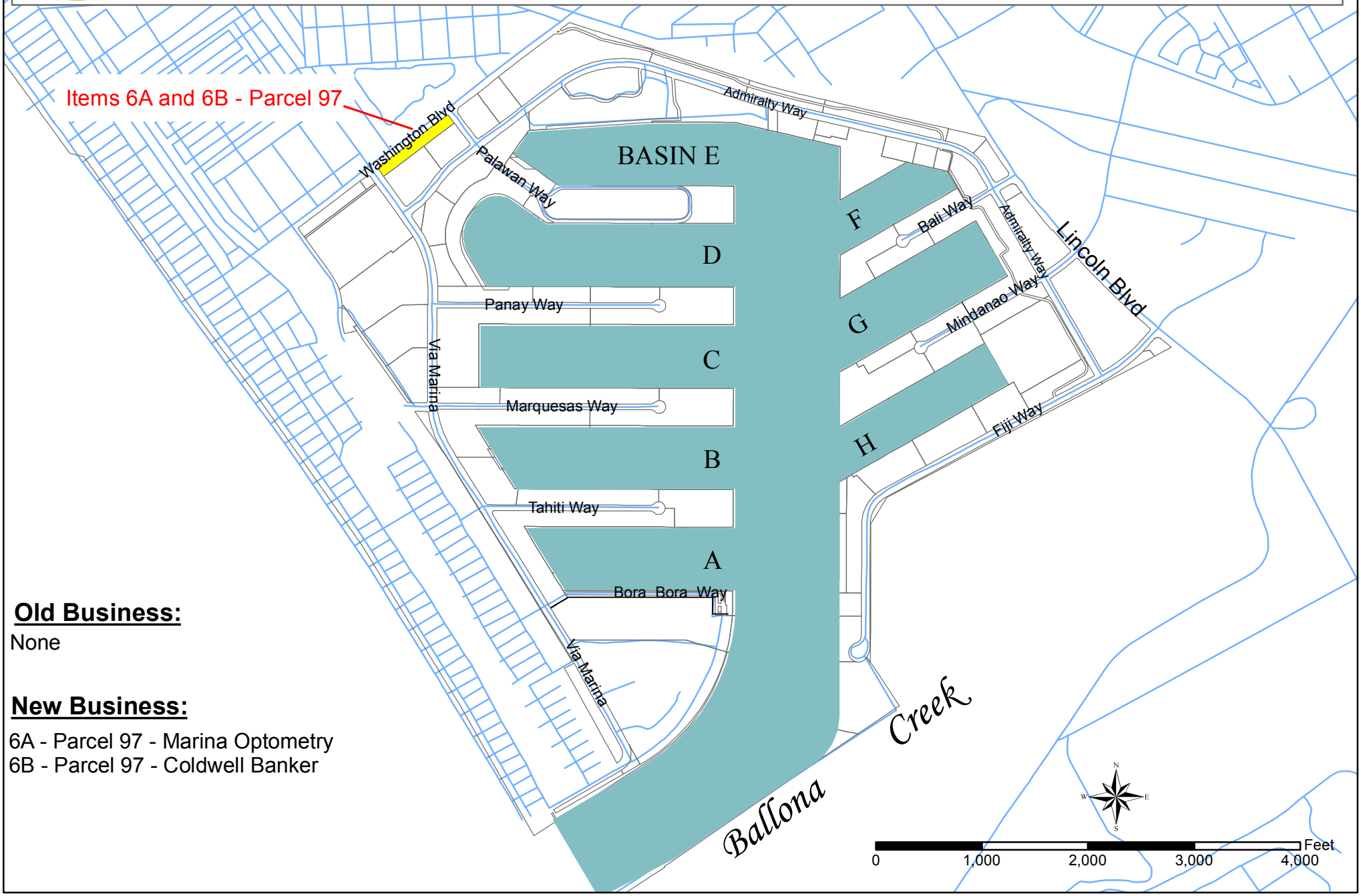
8. Adjournment

Chair Phinney adjourned the meeting at 4:10 PM.

Respectfully Submitted,

Mindy Sherwood
Interim Secretary for the Design Control Board

Locations of September 18, 2013 DCB Items



Old Business:

None

New Business:

6A - Parcel 97 - Marina Optometry
6B - Parcel 97 - Coldwell Banker

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Caring for Your Coast

Gary Jones
Acting Director

Kerry Silverstrom
Chief Deputy

John Kelly
Deputy Director

September 12, 2013

TO: Design Control Board

FROM: Gary Jones, Acting Director

SUBJECT: ITEM 6A – PARCEL 97 – MARINA OPTOMETRY – DCB #13-010 CONSIDERATION OF NEW BUSINESS IDENTIFICATION SIGNAGE AND DESIGN CONTROL BOARD REVIEW RELATED THERETO

Item 6A on your agenda is a submittal from Marina Optometry (Applicant), an existing business located on Parcel 97, Marina Beach Shopping Center, seeking approval of one sign along the Washington Blvd. (front/north) elevation, above the main entry. The business is located at 588 Washington Blvd.

Façade Sign

The Applicant is requesting approval of one façade-mounted sign to be installed along the Washington Blvd. elevation of the building. The sign would be composed of fabricated aluminum channel letters mounted onto the parapet wall above the entrance to the business. The proposed sign would be a description of the Applicant's business. The sign would read "OPTOMETRY", in 1'-1½" tall, blue-colored (#3630-137 European Blue/Pantone Matching System 281C) aluminum lettering in custom font. The letter faces and returns would be made of .04" aluminum. The letters would have 5" cabinets and the backs of the letters would be made of clear 3/16" Lexan. The inside of each letter would be painted with conversion coating and exterior white acrylic enamel.

The sign would measure 1'-1½" tall by 10' wide, and is proposed to be positioned about 13'-5" above the sidewalk. The Applicant is proposing to mount the sign using ¼" by 3" metal anchors (four per letter). The letters would be positioned 1½" away from the wall using 1½" standoffs.

The letters would be internally illuminated with white neon light, creating a "halo" around the sign. The Applicant did not include hours of illumination in their proposal.

The Applicant currently has unapproved signage mounted on the glass entry door, which will be removed prior to the installation of permanent identification signage.

STAFF REVIEW

The proposed business identification signage request is before your Board pursuant to Section 2.a. of the *Revised Permanent Sign Controls and Regulations* (*Sign Controls*). Staff finds that the dimensions and materials of the requested permanent sign meets the standards set forth in Sections 4 and 5 of the *Sign Controls,* and that the design and quality are consistent with the Marina Beach Shopping Center Sign Program, approved on February 19, 2004. Staff recommends signage hours of illumination from dusk until 11:30 p.m., or closing of the last business, whichever is earlier, in accordance with the shopping center's approved sign program.

The Department recommends APPROVAL of DCB #13-010 as submitted, with the condition that the Applicant obtains final approval from the Department of Regional Planning before installation.

GJ:CM:ms

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Caring for Your Coast

Gary Jones
Acting Director

Kerry Silverstrom
Chief Deputy

John Kelly
Deputy Director

September 12, 2013

TO: Design Control Board

FROM: Gary Jones, Acting Director

SUBJECT: ITEM 6B – PARCEL 97 – COLDWELL BANKER – DCB #13-011 CONSIDERATION OF NEW BUSINESS IDENTIFICATION SIGNAGE AND DESIGN CONTROL BOARD REVIEW RELATED THERETO

Item 6B on your agenda is a submittal from Coldwell Banker (Applicant), an existing Marina del Rey business, that relocated its office from Parcel 95 (Marina West Shopping Center) to Parcel 97 (Marina Beach Shopping Center). The Applicant is seeking approval of one sign along the Washington Blvd. (front/north) elevation, above the main entry. The business is located at 590 Washington Blvd.

Façade Sign

The Applicant is requesting approval of one façade-mounted business identification sign to be installed along the Washington Blvd. elevation of the building. The sign would be composed of fabricated aluminum channel letters and a business logo mounted onto the parapet wall above the entrance to the business. The sign would read "COLDWELL BANKER", in 1'-4" tall, blue-colored (Pantone Color 286C Blue) aluminum lettering in custom font. The brand logo would be located to the right of the word "Banker" and would have the letters "CB" in white aluminum located in the center of a 1'-4" tall blue-colored (Pantone Color 286C Blue) aluminum square. The letters and logo would have .063" aluminum faces and 3" aluminum returns. The backs of the letters and logo would be fabricated with 3/16" polycarbonate. The interiors of the letters would include drain holes.

The sign would measure 1'-4" tall by 22'-3" wide, and is proposed to be positioned 12'-5" above the sidewalk. The Applicant is proposing to mount the sign using ¼" by 5" screws and anchors. The letters would be positioned 1½" away from the wall using 1½" spacers, which would be sealed to prevent water intrusion.

The lettering and logo would be internally illuminated with .43 watt light-emitting diode (LED) lights, creating a "halo" around the sign. The Applicant did not include hours of illumination in their proposal.

STAFF REVIEW

The proposed business identification signage request is before your Board pursuant to Section 2.a. of the *Revised Permanent Sign Controls and Regulations* (*Sign Controls*). Staff finds that the dimensions and materials of the requested permanent sign meets the standards set forth in Sections 4 and 5 of the *Sign Controls,* and the design and quality are consistent with the Marina Beach Shopping Center Sign Program, approved on February 19, 2004. Staff recommends signage hours of illumination from dusk until 11:30 p.m., or closing of the last business, whichever is earlier, in accordance with the shopping center's approved sign program.

The Department recommends APPROVAL of DCB #13-011 as submitted, with the condition that the Applicant obtains final approval from the Department of Regional Planning before installation.

GJ:CM:ms

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Caring for Your Coast

Gary Jones
Acting Director

Kerry Silverstrom
Chief Deputy

John Kelly
Deputy Director

September 12, 2013

TO: Design Control Board

FROM: Gary Jones, Acting Director

SUBJECT: ITEM 7A – TEMPORARY PERMITS ISSUED BY THE DEPARTMENT

Item 7A on your agenda is an update on permits that have been issued by the Department of Beaches and Harbors for temporary banners, signs and/or canopies. Since our August 15, 2013 report, no temporary permits have been issued by the Department.

GJ:il

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Caring for Your Coast

Gary Jones
Acting Director

Kerry Silverstrom
Chief Deputy

John Kelly
Deputy Director

September 12, 2013

TO: Design Control Board

FROM: Gary Jones, Acting Director

SUBJECT: ITEM 7B - ONGOING ACTIVITIES REPORT

BOARD OF SUPERVISORS ACTIONS ON ITEMS RELATING TO MARINA DEL REY

No items relating to Marina del Rey were heard by the Board of Supervisors during meetings for the month of August 2013.

REGIONAL PLANNING COMMISSION'S CALENDAR

No items relating to Marina del Rey were heard by the Regional Planning Commission during the month of August 2013. The Regional Planning Commission is scheduled to hear a variance request by Chase Bank, to build a pole sign on Parcel 76 (TrizecHahn Towers) that would face Lincoln Blvd. The proposed sign was approved by the Design Control Board on May 16, 2012.

COASTAL COMMISSION'S CALENDAR

No items relating to Marina del Rey were heard by the California Coastal Commission during meetings for the month of August 2013.

FUTURE MAJOR DCB AGENDA ITEMS

A joint DCB/Small Craft Harbor Commission meeting will be held on October 30, 2013, where the Department of Regional Planning will provide a report on the Visioning Process and receive comments.

SMALL CRAFT HARBOR COMMISSION

The July and August 2013 meeting minutes are attached.

MARINA DESIGN GUIDELINES UPDATE

Staff continues to complete the directed amendments to the draft design guidelines.

REDEVELOPMENT PROJECT STATUS REPORT

The current Marina del Rey Redevelopment Project Descriptions and Status of Regulatory/Proprietary Approvals report is attached.

MARINA DEL REY VISIONING PROCESS

Gina Natoli of the Department of Regional Planning provided an update on the status of the Visioning Process at the August 21, 2013 DCB meeting. The next scheduled event will be the joint meeting of the SCHC and the DCB on October 30, 2013, where Regional Planning will solicit input on the Visioning Process.

GJ:CM:ms

Attachments (3)

SMALL CRAFT HARBOR COMMISSION MINUTES
July 10, 2013 – 10:03 a.m.

Commissioners: Allyn Rifkin, Chair; David Lumian, Vice Chair: Dennis Alfieri, Commissioner; Russ Lesser, Commissioner; Vanessa Delgado, Commissioner (excused absence).

Department of Beaches and Harbors: Gary Jones, Deputy Director; Steve Penn, Chief, Asset Management Division; Matthew Kot, Lease Specialist, Asset Management Division; Michael Tripp, Planning Specialist, Planning Division; Carol Baker, Chief, Community and Marketing Division; Debra Talbot, Manager, Community and Marketing Division.

County: Amy Caves, Senior Deputy County Counsel; Harbor Master Lieutenant Hiroshi Yokoyama, Deputy Bryan White, Sergeant Anthony Easter, Sergeant Cody Signater, Sheriff's Department.

Call to Order and Pledge of Allegiance:
Chair Rifkin called the meeting to order at 10:04 a.m. followed by the Pledge of Allegiance and read a prepared speech regarding public comments.

Approval of Minutes: Motion to approve by Commissioner Lesser, seconded by Commissioner Alfieri, unanimously approved.

Item 3 – Communication from the Public:
John Rizzo spoke about his concerns with the recent transfer of Parcel 12 and asked if the Commissioners received a letter from the Marina Tenants Association regarding the transaction.

Jon Nahhas asked why the June Small Craft Harbor Commission meeting was canceled due to no new business when there were items that went before the Board shortly after the scheduled meeting.

Chair Rifkin asked staff to address these issues during the discussion of item 8.

Captain Alex Balian discussed his concerns about cancelation of meetings when he felt past items (Fisherman's Village) were due for an update.

Commissioner Lesser stated he would like to hear staff's response to Mr. Rizzo's and Mr. Nahhas' comments.

Item 4 – Communication with the Commissioners
Chair Rifkin reported he had numerous communications and emails from the public regarding the items that went before the Board and asked staff to provide a response. On June 1st he attended the Marina walking tour as part of the visioning process and joined staff, consultants, and members of the public. He further reported that while in South Carolina, he had the opportunity to tour the Charleston Marina. He also noted that he executed a letter thanking Beverly Moore for her service with the Visitors and Convention Bureau.

Item 5a – Marina Sheriff
Sergeant Easter introduced the new Harbor Master Lieutenant Hiroshi Yokoyama. Sergeant Easter provided the Crime Stats and Liveaboard report. He reported that larceny is still an issue and that letters were sent to the community making them aware of the situation. Sergeant Signater reported the Department is stepping up with summer patrols to curtail crimes, especially bicycle and motorcycle theft. The Sheriff's Department is asking the public to be on the lookout for suspicious activities inside the area parking structures.

Chair Rifkin asked about the Sheriff's Department working with the Visitors Center and Convention Bureau in getting the word out to people about the need to be vigilant with their property.

Sergeant Signater responded that they have been working with them and the Department of Beaches and Harbors.

Item 5b – Marina del Rey and Beach Special Events
Jon Nahhas commented on the 4th of July holiday and the public promenade being closed to the public. He shared a communication he had with Gary Jones regarding the Parcel 12 promenade during the 4th of July holiday. He asked that the promenade not be restricted at any time particularly during holiday events. He stated that when the Cal Yacht Club comes back that the promenade should be connected and the promenade should remain open at all times.

Chair Rifkin asked staff to provide a response.

Mr. Jones stated the lessee at Esprit I had obtained a temporary use permit from the Department of Regional Planning with the condition that they maintain at least a seven-foot wide access-way for the public. Mr. Jones reported that there were no reported problems with public access. He also commented that temporary use permits would be granted on a year-by-year basis.

Commissioner Alfieri requested to have a tour of the promenade area under discussion.

Chair Rifkin requested that staff provide a report in the August meeting under Item 8 as to what the lease provision says about use of the public promenade.

Carol Baker provided the Special Events report. She informed the Commission about "A Day in the Marina" working with the Department of Parks and Recreation to bring thousands of kids to the Marina every summer. She stated the 4th of July event went well, and the Beach Eats/Food Trucks continue to be popular.

Item 5c – Marina Boating Section Report
Debbie Talbot gave a report on events with the boating community and the Water Bus. She stated since the Water Bus season started within three weeks there has been over twelve thousand riders which is a 33 percent increase from last year, with a goal of having fifty-thousand riders. Ms. Talbot reported on the Burton Chace Park dock replacement and boat relocation. Ms. Talbot discussed a fishing program hosted by the California Yacht Club. She suggested that the best resource for obtaining information on boating events is the Mariners magazine. Ms. Talbot also discussed the dissolution of DBAW.

Chair Rifkin inquired if there is a budget to meet the Water Bus ridership goal.

Ms. Talbot responded that the Hornblower contract ends this year and the request for proposal for next year will be done with a request for more vessels to accommodate larger ridership.

Chair Rifkin asked that staff provide a report in the future on the request for proposals and the impact on the Water Bus program.

Item 6a – Appointment of Commission Officer and Alternate to Marina del Rey Convention and Visitors Bureau

Commissioner Lesser nominated Commissioner Lumian to be the representative, seconded by Commissioner Alfieri, unanimously approved.

Commissioner Lesser nominated Commissioner Alfieri as the alternate representative, seconded by Commissioner Lumian, unanimously approved.

Item 7 – New Business
No new business

Item 8 – Staff Reports
Jon Nahhas asked if staff can provide the staff report before public comments are made.

Chair Rifkin, without objection, agreed to Mr. Nahhas' request.

Mr. Jones delivered the Staff Report which included an update on the status of individual marinas that contain high vacancy rates.

Mr. Jones then delivered a presentation on the Marina Accumulative Capital Outlay (ACO) fund and the Participation Fees owed to the County due to the sale, assignment or refinancing of leasehold interests. This includes Parcel 12, 15, 64 and 102.

Commissioner Alfieri inquired if the percentage of the transfer fee is on a sliding scale.

Mr. Jones responded that typically 5 percent of gross valuation is a general rule.

Commissioner Lesser noted that 5 percent of gross price whether the property is sold for a gain or loss. Mr. Jones affirmed.

Mr. Jones additionally noted that as a standing item in the ACO Fund, the annual allocation into the fund will increase to $4 million. He also shared that any increases in transient occupancy taxes collected from Marina del Rey hotels above and beyond current levels will be allocated to the Department for use specifically for Marina visitor-serving programs. Mr. Jones also described a review by the Board of incremental increases in rental income that might be allocated to Marina del Rey in future years.

Chair Rifkin inquired as to the estimated increase to the Capital Fund.

Mr. Jones responded it is impossible to determine as an ongoing basis, because it all depends on lessees transferring properties.

Mr. Jones presented information on the transfer of Parcel 12. He stated the lessee has a right to transfer its leasehold interest and the County has a right to participate in the sales proceeds as was negotiated in the lease document when the lease extension was granted prior to redevelopment. The lease extension containing those provisions was presented before the Board and the sale did not change the terms of the existing lease.

Commissioner Lesser stated for clarification that when the lease was originally negotiated, it went before the Small Craft Harbor Commission.

Mr. Jones stated that Mr. Lesser was correct.

Commissioner Lesser stated as long as the terms of the lease were not changed, there would be no approval action required from the Commission, and the County's role is to make sure that the transfer goes to a reputable financially-secure entity.

Chair Rifkin asked that commissioners hold off on questions until after the public provides its input.

Mr. Jones provided information on Parcel 15 extension. He reported that the lessee agreed to pay the County extension fees that could total over $8 million if the lessee uses an available four-year period to commence construction.

Chair Rifkin asked for public comments at this time.

Jon Nahhas spoke on the Commission's role of having oversight on the sale and transfer of leaseholds. Mr. Nahhas also commented on the status of vacant slips in the Marina.

Captain Alex Balian commented on Fisherman's Village and requested a report on milestones and a plan of action for redevelopment, and not just a facelift at the property.

John Rizzo commented on why the Commission was created and why it was needed for the Commission to oversee the leasehold transfers and sales.

Commissioner Alfieri asked for the Commission to receive a copy of the Fisherman's Village lease.

Commissioner Lesser commented he would rather see the lessee not proceed with the facelift, but provide a timetable of when they are going to do the redevelopment project as they originally proposed or something similar.

Commissioner Lumian asked if the lessee was invited to do a presentation today.

Mr. Jones responded that in preparation for this meeting they were reminded of Commission's request, they were not ready with the facelift presentation, but they do plan to present at the August meeting.

Chair Rifkin asked if County Counsel can review the terms of the lease and provide feedback on any remedies that can be taken.

Mr. Jones stated that staff will provide a copy of the lease to the Commissioners, and work with County Counsel to review and provide a report back at the August meeting.

Chair Rifkin asked for Commissioners' comments on the Parcel 12 and 15 transactions having not been presented to the Commission before going before the Board.

Commissioner Alfieri provided comments on the transaction and the nature of the relationship between the County as a lessor and the lessees.

Commissioner Lesser agreed with the transfer fee and stated that if this Commission has already reviewed the lease, and if the lessee wanted to sell the lease, they can do so under the terms that were agreed upon when the lease was signed. Commissioner Lesser asked County Counsel if this understanding was correct.

Amy Caves responded that Mr. Lesser's understanding was correct.

Commissioner Lumian wanted clarification from County Counsel that staff did not have any obligation to bring forth this item to the Commission beforehand.

Ms. Caves affirmed.

Chair Rifkin asked County Counsel whether the Commission has any jurisdiction over transfers unless there is a change in the lease.

Ms. Caves responded that was correct and that this has been a long standing practice under the current rules.

Chair Rifkin noted that issues from the public regarding the fact that they did not have the opportunity to review and make comments in regards to the transaction.

Ms. Caves stated that the public has the opportunity to make comments at the Board.

Chair Rifkin noted that no action is necessary with regards to these transactions.

Commissioner Lumian noted that Michael Tripp was in the audience and asked Mr. Tripp to provide comments about the visioning process.

Mr. Tripp spoke briefly about the visioning process and shared that Regional Planning is planning on wrapping the process up this summer. They are currently holding meetings both with stakeholders and members of the public to include a joint meeting with the DCB in September.

Commissioner Lumian asked if there were a timeline line of upcoming events.

Mr. Tripp responded that there is no official timeline.

Commissioner Lumian requested that a timeline be made available at next month's meeting.

Jon Nahhas commented on the visioning process and wanted to know what parcels were included in the visioning process.

Lynne Shapiro is concerned that parcels on Via Marina are not part of the visioning process and that she wanted a park in lieu of a planned development on Parcel FF.

Chair Rifkin wanted to know if certain parcels were or were not part of the visioning.

Mr. Tripp stated the Board directed the Department of Regional Planning to look at properties that had leases with expiration dates in the next 20 years and consider those properties as part of the visioning plan.

Chair Rifkin mentioned that he thinks anything that is within the boundaries of Marina del Rey is part of the visioning process.

Mr. Jones noted that is correct and that Fisherman's Village is part of the process and if any member of the public has any ideas they are encouraged to participate at the Regional Planning meetings.

Commissioner Alfieri asked why a list cannot be provided to show what is and what is not part of the visioning process.

Mr. Tripp stated the Design Control Board's upcoming night meeting is to discuss the Pier 44 project.

Chair Rifkin noted when the joint night meeting is held that the key agenda item would be the visioning process.

Mr. Jones informed the commission that the Department of Public Works will provide a presentation on various public projects that are going on in the Marina. The DCB meeting is scheduled to take place on Tuesday, July 16th at 6:30 p.m.

Commissioner Lumian mentioned that he enjoyed going on the walking tour and hoped that there would be similar opportunities for more public input and wished that more of the Marina was covered.

Mr. Tripp will let Regional Planning know of the Commissioner's comments.

Commissioner Lumian spoke about the vacancy report and commented that boat sales are increasing. He also mentioned that state funds for boating will be still be available after DBAW was folded into State Parks.

Commissioner Lesser commented on the vacancy report.

Chair Rifkin asked if staff had any announcements on area construction projects.

Mr. Jones reported the next phase of roadway improvements on Admiralty Way have started.

Commissioner Lumian noted that there has been some discontinuation of different buoys in Santa Monica Bay and requested a representative from the Coast Guard come and explain what their criteria is for discontinuing the buoys and provide an opportunity for more public input at our future meetings.

Mr. Jones noted that staff will make contact with the Coast Guard and make those arrangements.

Adjournment

Chair Rifkin adjourned the meeting at 11:53 a.m.

SMALL CRAFT HARBOR COMMISSION MINUTES
August 14, 2013 – 10:04 a.m.

Commissioners: Allyn Rifkin, Chair; David Lumian, Vice Chair: Dennis Alfieri, Commissioner; Russ Lesser, Commissioner; Vanessa Delgado, Commissioner (excused absence)

Department of Beaches and Harbors: Steve Penn, Chief, Asset Management Division; Matthew Kot, Lease Specialist, Asset Management Division; Michael Tripp, Planning Specialist, Panning Division; Carol Baker, Chief, Community and Marketing Division; Debra Talbot, Manager, Community and Marketing Division.

County: Amy Caves, Senior Deputy County Counsel; Deputy Bryan White, Sergeant Anthony Easter, Sergeant Cody Signater, Sheriff's Department; Gina Natoli, Department of Regional Planning.

Chair Rifkin called the meeting to order at 10:04 a.m. followed by the Pledge of Allegiance and read a prepared speech regarding public comments.

Approval of Minutes: Motion to approve by Commissioner Lesser, seconded by Commissioner Alfieri, unanimously approved.

Item 3 – Communication from the Public:
None

Item 4 – Communication with the Commissioners
Commissioner Alfieri reported he toured the harbor and the promenade at Esprit I. Commissioner Alfieri viewed the seven-foot access-way and the blocked off area for a 4th of July party. He felt there was ample space for the public to walk through the area during the holiday event.

Chair Rifkin reported he attended a Marina del Rey Visioning mobility workshop that took place on July 17, 2013. He also reported receiving emails from the public regarding the template displacement plan. He requested that staff provide a report on the status of the template displacement plan at the next meeting.

Item 5a – Marina Sheriff
Deputy White presented the Liveaboard report. Sergeant Easter discussed the Crime Stats and stated the July theft numbers are high, but with recent arrests, they hope the numbers will go down.

Item 5b – Marina del Rey and Beach Special Events
Carol Baker noted that the summer concert series has been very popular, the Farmers Market is doing well and is looking to add a few more vendors. She further commented that the Beach Eats is getting a lot of good media coverage. She also reported a few recreational events were added and held at the park. They are looking at providing camps during the traditional school holidays for the kids. Ms. Baker introduced the new Marina del Rey Convention and Visitors Bureau Executive Deputy Director Janet Zaldua.

Chair Rifkin welcomed Janet Zaldua.

Item 5c – Marina Boating Section Report
Debbie Talbot gave a report on events within the boating community and provided an update on the Water Bus ridership. A promotion TV channel from Time Warner Cable was here riding the Water Bus to all boarding locations and interviewing people. She mentioned there was a US Coast Guard change of command ceremony held. The new Commanding Officer is Lieutenant j.g. Ryan M. Fox. At the request of the Commission, she reported that the Coast Guard has a Homeland Security website that can be subscribed to which provides local notices to mariners and public comments regarding buoys. Ms. Talbot thanked the Sheriff's Department for their enforcement of the stand-up paddle boarders requirement to carry a personal flotation device, whistle, and light. She noted that the Sunset Series Boat Race is ending on September 11th. San Francisco is hosting the 34th America's Cup on September 7th-21st. She reported the Marina managers' meeting is held every month to discuss anchorages issues, and coordinate anchorage construction. Dock

replacement will start at Burton Chace Park mid-September. The Sea Scouts will relocate to Anchorage 47 and dry storage, and if needed, to other Marina anchorages.

Item 6a – Updated Report From Lessee on Current Operations and Future Re-Development Plans for Fisherman's Village (Parcel 56)
Steve Penn described the nature of the presentation, and a written report was provided to the Commission detailing the lease provision that deals with the lessee's obligation to operate the leasehold and any obligations to re-develop.

Aaron Clark from Armbruster Goldsmith & Delvac introduced the presenters.

Tom Pashaie spoke about various projects that the company is involved in the Marina and the company's interest in moving forward with Fisherman's Village. He described the current state of leasing at the project.

David Taban stated they have everything in place to pursue the project, but feels the visioning plan will delay the re-development process for a couple of years. He briefly spoke about Parcel 44 and 95 projects.

Mr. Clark clarified on Mr. Taban's comments about the visioning process, and that they are in support of the visioning plan and an option has to be negotiated before the project can move forward.

Mr. Hollander presented the Fisherman's Village concept project, and stated Shanghai Red's located at Parcel 61 has made available their existing leasehold to become part of the project. This addition of space allows for another parking structure and Shanghai Red's would then be relocated into the revised project.

Mr. Pashaie stated currently the existing Fisherman's Village is thirty-two thousand square feet, but with the new project it will expand to be approximately sixty-four thousand square feet and would create an attractive project to visit.

Captain Alex Balian supports the project and requests that the process move forward. He commented on the visioning process and how it might negatively impact the timeline for approvals of a re-developed Fisherman's Village. He supported moving the project forward.

John Rizzo shared a history of a previous developer's business conduct with Marina assets. He further stated the public should have a greater involvement in the project.

Diane Barretti supported the project moving forward.

Larry Plotkin stated this project should be fast-tracked and given the attention it deserves to move forward.

Mia Falkenstein representing Hornblower Cruises supported the project and feels the re-development is critical to the future of Los Angeles County tourism, potential revenue, the residents and how Marina del Rey is being utilized.

Patricia Younis commented the community deserved a world class entertainment venue, supports the visioning process but would like to see the Fisherman's Village project moved forward.

Mark Santyrz supported the project and stated boaters are in need of dinghy docks to access the area.

Greg Eckhardt gave his support for the project.

Commissioner Lesser noted that Fisherman's Village is still heavily visited during the weekends and felt it would be extremely popular were it to be redeveloped. He wanted clarification on the hotel location and also if there is more than one hotel planned.

Mr. Hollander pointed out the location of the hotel and provided a brief description of what is in the hotel and the room count at 139 rooms.

Commissioner Lesser stated a balance between a hotel and a lot of open areas for entertainment is important.

Commissioner Lumian asked where Shanghai Red's would be located.

Mr Hollander pointed out the location and stated it would have a second floor banquet facility and the amount of square footage will be roughly the same as the existing location.

Commissioner Lumian asked about the boat rental facilities and spaces.

Mr. Hollander responded about the location and that there would be a lot more spaces available for boat rentals.

Commissioner Lumian asked about parking.

Mr. Hollander stated there will be thirteen hundred parking spaces available in the new plan versus 505 spaces currently existing.

Commissioner Alfieri asked about slip breakdowns, and if slips would stay the same.

Mr. Hollander stated the slips will change in size and configuration.

Mr. Clark mentioned there will be moorage for the charter boats which will alleviate parking issues.

Mr. Pashaie commented on the functional design of the planned marina.

Mr. Clark outlined the location of moorage for commercial passenger vessels.

Commissioner Lumian inquired about the fishing vessel pick-up location.

Michael Tripp reported the plan is to have the fishing vessel relocated to Dock 77.

Chair Rifkin asked if staff can briefly address if the visioning process is delaying the project.

Mr. Tripp responded that Regional Planning will be presenting an update on the visioning process and noted that DRP would answer the question at the time of their presentation.

Commissioner Lumian expressed his pleasure with the plan for more dinghy docks, open spaces and making the area more of a magnetic asset. He asked about any plans to spruce up the project in the interim.

Mr. Pashaie responded the existing courtyard would be remodeled prior to the redevelopment.

Commissioner Lumian commented on how he felt that the boat rental facilities and the parasailing is important.

Mr. Pashaie noted that this is going to be a family and children oriented project.

Commissioner Lesser spoke about the demographics of the visitors and his preference that the family atmosphere continues. He wanted to point out the County may own the land and is entitled to a fair return on lease income; it is the developer who puts up the money and funds the project and the developer needs a fair risk-adjusted return.

Mr. Clark commented on why it was important for a small hotel at the location and he also mentioned that they are working with the State on the Ballona Wetlands to develop an interface with the natural reserve.

Commissioner Lesser mentioned it is a wonderful location for a boutique hotel.

Chair Rifkin noted there is an urgent request from the public for dinghy access. He wanted to know what steps would be needed to move this component of the project forward.

Mr. Tripp replied the docks would need to be designed at a cost estimated to be three hundred thousand dollars, and then a coastal development permit or a waiver for replacement of the dock.

Chair Rifkin asked about the timeline.

Mr. Tripp estimated it would take about a year.

Mr. Rikfin asked about authority to negotiate a timeline for approval of Fisherman's Village project.

Mr. Tripp stated Regional Planning is performing the visioning process and intends to finish up this summer.

Chair Rifkin asked for a timeline to be set and a report be presented for discussion to track the progression.

Commissioner Lumian suggested considering passing a resolution requesting the timeline and a request to expedite the process to whatever degree possible. He also commented is on having the dinghy docks in the interim. He recalls there used to be a dinghy dock in front of Fisherman's Village that was taken away when the Catalina ferry terminal was put in.

Mr. Tripp responded he was not sure if they had dinghy docks before.

Mr. Clark stated it has been leased by the boat rental operators.

Commissioner Lumian motioned to urge staff to expedite the process as much as possible preserving public input as required, establish a timeline with regular report provided, seconded by Commissioner Lesser for discussion.

Commissioner Lesser would like to hear what Regional Planning has to say and see how it would affect the motion.

Chair Rifkin asked if Commissioner Lumian would entertain amending the motion asking for specific details in a way to move forward on the dinghy project.

Commissioner Lesser noted the motion should imply that a schedule be provided with steps and monitoring.

Mr. Clark stated if there is a plan to redo the Parcel 55 docks he hopes the Department works with the developer.

Mr. Tripp stated the project is moving forward to replace the docks at Parcel 55 and the Department will work with the developer on the Fisherman's Village project. He explained that the docks have to be replaced because of the condition from the Regional Planning Commission for the Boat Central project to accommodate FantaSea charters at that dock and move the sportfishing boats to Parcel 77. The docks have to be built before Parcel 52 can be demolished.

Chair Rifkin asked for the information to be included into the timeline.

Commissioner Lumian stated his resolution, which has been amended by Commissioners, is asking staff to seek ways during the interim to create a dinghy dock at any location. Chair Rifkin asked to take a vote on the amended motion. The Commission unanimously voted for a resolution asking for further action.

Item 7 – Presentation on Status of Proposed Re-Development for Pier 44 (Parcel 44)
Mr. Penn gave a brief introduction to the presentation.

Mr. Tripp gave the presentation detailing the condition, and spoke about the entitlement process. The EIR's Notice of Preparation and Initial Study will be released on August 15th, public comment period from August 19th - September 19th , and a scoping meeting on September 10th at Chace Park. Subsequent to the public comment period a hearing officer will prepare a report and the item will go before the Department of Regional Planning for public comment and a vote of approval of the Regional Planning Commission.

Matt Kot provided the staff report detailing the nature of the project.

Mr. Clark spoke briefly about the project on behalf of the lessee.

Mr. Hollander discussed the nature and details of the Pier 44 project.

Chair Rifkin asked about changes to the slip count.

Mr. Clark responded the slip count will be going down but was approved as part of the Master Waterside CDP.

Mr. Tripp reported the slip count will adjust from a current count of approximately 220 slips to approximately 180 slips in the redeveloped plan with the loss is due to ADA compliance and the dry storage project.

Mr. Hollander outlined the incorporation of dinghy docks into the project.

Chair Rifkin asked for public comment.

John Rizzo spoke about corruption in the Marina.

Captain Alex Balian commented on illegal charter operations, and would like to hear discussion about license charter pick-up points.

Commissioner Lesser noted the letter of support from South Coast Corinthian Yacht Club, and inquired about the number of slips lost and dry-stack storage spaces gain net changes.

Mr. Tripp will report back to the Commission on the changes in boat storage capacity.

Commissioner Alfieri commented about the unlicensed charter boat operators.

Commissioner Lumian commented about incorporating the South Coast Corinthian Yacht Club into the project. He also expressed concerns that Pier 44 is an area of the Marina that routinely brings first time sailors into the Marina and that he would like these opportunities and the businesses that serve new boaters brought into the project.

Mr. Hollander responded the second floor of the West Marine building is dedicated to boat brokers and a lounge area has been created for the boaters in the Pier 44 marina.

Chair Rifkin stated Trader Joes is a great addition to the area as a support for area residents and boaters. He asked for confirmation about the routing of this project for approvals.

Mr. Tripp outlined the timeframe and hurdles for the project's approval.

Mr. Penn informed the Commissioners that the project will come back to the Commission for endorsement prior to being presented to the Board of Supervisors for approval.

Chair Rifkin stated the Commissioners' comments on the project are noted.

Item 8 – Staff Reports
Chair Rifkin requested to have the Department of Regional Planning provide their report on the visioning process before staff provides the staff report.

Gina Natoli provided an update on the visioning process. There have been three community outreach meetings with approximately 200 people in attendance. Input can also be taken online at www.envisionmdr.com, outreach was done for the adjoining neighborhood councils, and outside groups such as the Boys and Girls Club and neighborhood interest groups. The visioning process will be completed by November 2013, and a visioning plan would be released that consolidates all input and evaluations for presentation to the Board of Supervisors. The Department of Regional Planning will then move forward with drafting recommendations for an update to the Local Coastal Program.

Chair Rifkin asked if this process holds back Fisherman's Village.

Ms. Natoli stated that there is no moratorium on development, but has asked to keep options open. She explained that the goal of the visioning process is to identify uses and locations for those uses that best serve the long-term plans for the Marina. She further explained that this is not a zoning effort.

Chair Rifkin ask for comments on the scope of visioning process.

Ms. Natoli stated the visioning allows for concepts to be looked at on a Marina-wide basis. She explained that it was not a parcel-by-parcel evaluation of land-uses but a comprehensive evaluation of uses within the marina as a whole and not a land-use and zoning review.

Commissioner Alfieri asked if there was a way to move forward on Fisherman's Village project without being hindered by the visioning process.

Ms. Natoli responded by the end of the year they would know what the DRP would like to propose to the Board of Supervisors.

Commissioner Lesser asked what percent of leases that do not expire in the next 30 years or more.

Ms. Natoli stated that this is just a picture of what we want for the future, and can be used as a guide for development.

Commissioner Lesser asked for Ms. Natoli's opinion on what would be the public's view of the Fishermen's Village project as presented.

Ms. Natoli stated from the public input she has seen, the public would like it to be revitalized.

Commissioner Lumian thanked Ms. Natoli for her presentation and hoped to get a monthly update from staff.

Chair Rifkin also thanked for providing the presentation and outreach program.

Mr. Penn pointed out the slip report has a slight increase in vacancy. He also noted follow-up on the 4th of July event and the absence of public complaints.

Commissioner Lesser commented on the vacancy report. He noted that the marinas with high vacancies are either recently completed or pending re-development. He noted the balance of the anchorages were running at less than 10% vacancy rates.

Mr. Clark stated the lessee is not against the visioning process and they are looking forward to working through the process.

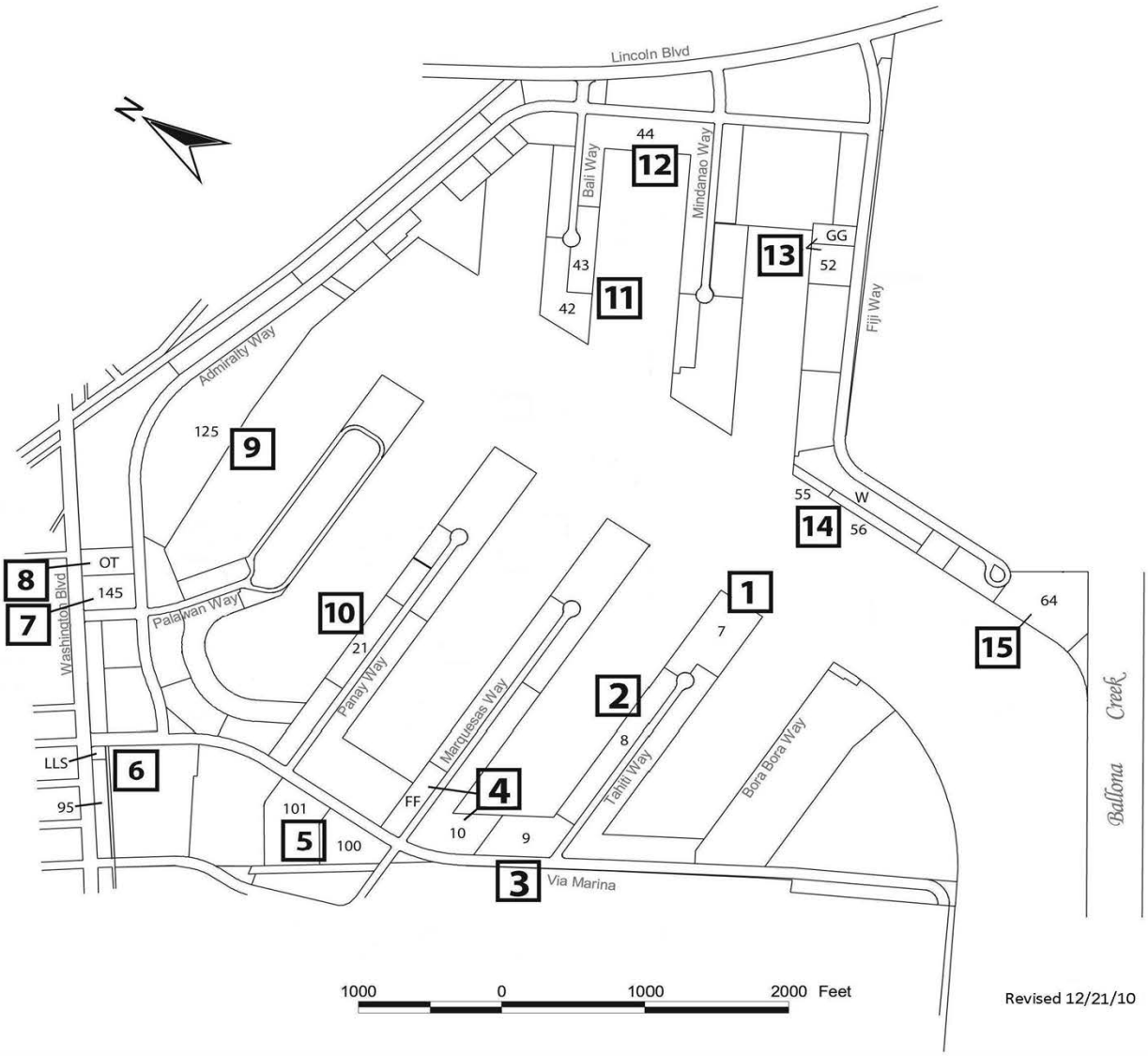
Adjournment

Chair Rifkin adjourned the meeting at 12:08 p.m.

Marina del Rey Redevelopment Projects
Descriptions and Status of Regulatory/Proprietary Approvals
As of September 3, 2013

Map Key	Parcel No. -- Project Name/Lessee	Lessee Name/ Representative	Redevelopment Proposed	Massing and Parking	Status	Regulatory Matters
				Seeking Approvals		
3	**9** -- Proposed Hotel on northern half of Parcel 9U	Sam Hardage	* Revised project to be submitted as requested during 4/26/11 BOS hearing. Previously: 19-story, 288-room hotel (152 hotel rooms and 136 timeshare suites) * Wetland public park project (1.46 acres)	**Massing** -- Revised project will be resubmitted at a later date. **Parking** -- Parking plan will be resubmitted at a later date.	Regulatory -- DCB initial hearing May 2006, conceptual approval on June 2006. RPC filing on November 2006. RPC heard the item on 10/29/08. On 10/14/09, the RPC requested a DCB review for promenade improvements prior to returning on 2/3/10. DCB approval of promenade improvements on 12/17/09. RPC continued item on 2/3/10. RPC approval of Tentative Tract Map, CDP, CUP, Parking Permit, Variance and FEIR for landside on 3/10/10. RPC also approved the CDP for wetland park and Plot Plan for the docks on 3/10/10. The park and hotel projects were both appealed to BOS. On April 26, 2011, the BOS asked that the remodified hotel design return to RPC and DCB for reconsideration. The appeal of the park project was denied by the BOS. The park was appealed to the CCC on 06/07/12. On 12/12/12 the appeal of the park was denied by the CCC and project was approved (permit A-5-MDR-12-161).	
4	**10/14 (FF)** -- Neptune Marina/ Legacy Partners	Tim O'Brien	* 526 apartments * 161-slip marina + 7 end-ties * 28 foot-wide waterfront promenade * Replacement of public parking both on and off site	**Massing** -- Four 55' tall clustered 4-story residential buildings over parking with view corridor **Parking** -- 1,012 project required parking spaces to be provided (103 public parking spaces to be replaced off site)	Proprietary -- Term sheet action by BOS August 2004; lease documents approved by BOS August 2008. SCHC voted on 8/10/11 to support recommendation for renewal of option to extend the lease agreement. Regulatory -- DCB conceptual approval on June 2006. RPC filing on November 2006; Scoping meeting held on April 23, 2007. DCB approval of promenade improvements on 12/17/09. RPC certified EIR on 3/10/10 and recommended approval of Plan Amendment, CDP, CUP and Variance to BOS. LPC Amendments were included in the LCP map and text amendment which was approved by the BOS on 2/1/11; on April 26, 2011, the BOS indicated its intent to approve the project and recertified the EIR; Proposed marina replacement was included in the County's master waterside CDP application approved by the CCC on 11/3/11. LCP amendment also approved by CCC on 11/3/11 with modifications as suggested by Coastal staff. BOS accepted CCC changes to LCPA & CDP on 11/29/11. Effective certification of the amended LCP was granted by the CCC on 02/08/12; on 3/20/12 the BOS approved Counsel's final resolution on the LUP as certified by the CCC, the ordinance amendments to Title 22 will take effect 4/19/12. Final approval of the project was granted by the BOS on 5/15/12. The project was appealed to the CCC on 06/07/12. On 7/12/12, the CCC found no substantial issue on the appeals.	
6	**95/LLS** -- Marina West Shopping Center/Gold Coast	Michael Pashaie/ David Taban	*22,806 square feet of commercial/retail/restaurant and public park component.	**Massing** -- Single story buildings **Parking** -- All parking required of the project to be located on site	Proprietary -- New Term sheet at Board in closed session on 1/31/12. Regulatory -- Conceptual DCB design submittal was approved on 5/16/12. Public review period for MND was from 8/18/12 through 9/17/12. On 12/11/12 BOS adopted MND and authorized the Chairman to sign the option to Amend the lease. On 5/8/13, the RPC approved the redevelopment project (201200005). Final DCB approval received on 6/19/13.	No Variance proposed
8	**147 (OT)** -- Oceana Retirement Facility/ Goldrich & Kest Industries	Jona Goldrich/ Sherman Gardner	* 5-story, 114-unit senior accomodation units plus ancillary uses * 3,500 square feet of retail space * Replacement of 92 public parking spaces on site * Public accessway from Washington to Admiralty	**Massing** -- One 5-story residential (senior) building over ground-floor retail and parking; 65' tall **Parking** -- On-site parking includes all required project parking, 92 public parking spaces (94 public parking spaces to be replaced off site near Marina Beach)	Proprietary -- Lease documents approved by BOS July 2008. Aproval of Renewal of Lease Option Agreement for a 66-month extension approved by BOS on 10/4/11. Regulatory -- DCB conceptual approval on August 2005; RPC filing May 2006. DCB approval of pedestrian plaza on 2/17/10. RPC continued project on 10/21/09 to 12/16/09. RPC certified EIR 4/28/10 and recommended approval of Plan Amendment, CDP, CUP, and Parking Permit to BOS. Project was included in the LCP map and text amendment approved by the BOS on 2/1/11; On 4/26/11, the BOS approved the project and certified the EIR; LCP map and text amendment approved by CCC on 11/3/11 with modifications as suggested by Coastal staff. BOS accepted CCC changes to LCPA & CDP on 11/29/11. Final amendment report was provided to CCC in February 2012; on 3/20/12 the BOS approved Counsel's final resolution on the LUP as suggested by the CCC, the ordinance amendments to Title 22 were effective 4/19/12. Final DCB approval on 4/18/12. Last day to appeal project to CCC was 8/1/12 at 5pm.	
10	**21** -- Holiday Harbor Courts/ Goldrich & Kest Industries	Jona Goldrich/ Sherman Gardner	<u>Phase 1</u> * 5-story, 29,300 square-foot mixed-use building (health club, yacht club, retail, marine office) * 92-slip marina * 28 foot-wide waterfront promenade and pedestrian plaza <u>Phase 2 (Parcel C)</u> * Westernmost portion of land to revert to County for public parking	**Massing** -- One 56' tall commercial building with view corridor/community park **Parking** -- A Six-level parking structure (447 spaces) to contain: all project required parking, 94 (replacement for OT) spaces and Parcel 20 boater parking	<u>Phase 1</u> Proprietary -- Lease option documents approved by BOS July 2008. Aproval of Renewal of Lease Option Agreement for a 66-month extension approved by BOS on 10/4/11. Regulatory -- DCB conceptual approval on August 2005. RPC filing September 2006. DCB approval of promenade on 2/17/10. RPC certified EIR and approved CDP, CUP, and Parking Permit on 4/28/10. Appeal to BOS filed 5/12/10; on April 26, 2011, the BOS approved the project and certified the EIR. Proposed marina replacement was included in the County's master waterside CDP application approved by the CCC on 11/3/11. On 12/8/11, the CCC denied the appeal of the BOS 4/26/11 determination and approval is final. Final DCB approval granted on 4/18/12. Anticipated construction date is summer 2013. <u>Phase 2 (Parcel C)</u> DCB hearing March and April 2006 on transfer of leasehold to County. Item continued.	
11	**42/43** -- Marina del Rey Hotel/ IWF MDR Hotel	Dale Marquis	* Complete renovation of existing 154-room hotel and new 277-slip marina.	**Massing** -- One 36' tall hotel building **Parking** -- 372 Parking spaces	Proprietary -- Term sheets initialed; Parcel 42 on 9/7/09 and Parcel 43 on 8/31/09. On 5/17/11 BOS approved Option to bifurcate Parcels 42 and 43 into separate leaseholds, expand Parcel 43 water premises, and extend lease for 39 years. Regulatory -- DRP application for environmental review only was signed by DBH on 4/28/10. MND public review period ended 12/20/10. SCHC reviewed MND and Option on 3/9/11. BOS certified MND on 5/17/11. Proposed marina replacement was included in the County's master waterside CDP application approved by the CCC on 11/3/11. Final DCB design was approved on 5/16/12. Parking permit approved by hearing officer on 7/3/12. Last day to appeal was 7/17/12. Anticipated construction date is Summer 2013.	No Variance proposed. Parking Permit for reduced parking.
12	**44** - Pier 44/Pacific Marina Venture	Michael Pashaie/ David Taban	* Build 5 new visitor serving commercial and dry storage buildings * 91,090 s.f. visitor serving commercial space * 143 slips + 5 end ties and 234 dry storage spaces	**Massing** -- Four new visitor-serving commercial buildings, maximum 36' tall and one dry stack storage building, 65'5" tall. 771.5 lineal feet view corridor proposed **Parking** -- 381 at grade parking spaces will be provided with shared parking agreement (402 parking spaces are required)	Proprietary -- Term sheet to be negotiated . Regulatory -- Initial DCB review during the October 2008 meeting, but project will be revised. Proposed marina replacement was included in the County's master waterside CDP application approved by the CCC on 11/3/11. Conceptual project approved by DCB on 7/16/13.	Shared Parking Agreement No Variance proposed
13	**52** -- Boat Central/ Pacific Marina Development	Jeff Pence	* 345-vessel dry stack storage facility * 30-vessel mast up storage space * 5,300 s.f. County boatwright facility	**Massing** -- 81.5' high boat storage building partially over water and parking with view corridor **Parking** -- All parking required of the project to be located on site	Proprietary -- Term sheet action by BOS on July 2006; Option to lease approved by SCHC March 2007 and by BOS May 2007. BOS granted extension and modification of Option on 11/10/09. Lease Option Agreement and extentension for 6 months approved on 5/14/13. Regulatory -- DCB review continued on March 2007, project disapproved on May 2007. DRP application filed December 2008. Proposed marina replacement was included in the County's master waterside CDP application approved by the CCC on 11/3/11. LCP map and text amendment also approved by CCC on 11/3/11 with modifications as suggested by Coastal staff. BOS accepted CCC changes to LCPA & CDP on 11/29/11. Final amendment report was provided to CCC in February 2012. Public review of DEIR from 1/5/12 to 3/5/12 and public hearing for testimony on DEIR only was scheduled for 2/8/12 in Chace Park, MdR; on 3/20/12 the BOS approved Counsel's final resolution on the LUP as suggested by the CCC, the ordinance amendments to Title 22 took effect 4/19/12. Project was approved by RPC on 4/24/13.	Variance for reduced setbacks and Architectural Guidelines requiring that structures beat least 15 ft. from bulkhead
14	**55/56/W** -- Fisherman's Village/ Gold Coast	Michael Pashaie/ David Taban	* 132-room hotel * 65,700 square foot restaurant/retail space * 30-slip new marina * 28 foot-wide waterfront promenade	**Massing** -- Nine mixed use hotel/visitor-serving commercial/retail structures (8 1- and 2-story and 1 60'-tall hotel over ground floor retail/ restaurant), parking structure with view corridor **Parking** -- On-site parking includes all project required parking, parking for Parcel 61 lessee (Shanghai Reds)	Proprietary -- Lease extension Option approved by BOS December 2005. Option expired Regulatory -- DCB review continued on May 2006, conceptual approval in July 2006. DRP application filed May 2007. Screencheck DEIR in review. Lessee has indicated intent to submit a revised project.	Shared Parking Agreement Variance for reduced setbacks (side and waterfront)
				Construction in Process		
15	**64** -- Breakwater	Latosha Brunson	* Complete leasehold renovation; 224 apartment units * 15-18 feet wide waterfront promenade	**Massing** -- Existing 224 units in 3 stories with portions over parking **Parking** -- All parking located on site	Proprietary -- BOS action on term sheet on 2/2/10. BOS approved assignment of Lease Option to Archstone Property Holdings, LLC., and extension of the Option Agreement expiration date to 12/31/11. Regulatory -- Project has changed from redevelopment to refurbishment. Initial Study received by DRP May 2009. MND was recirculated with 30-day public review period 7/5/10 through 8/4/10. SCHC reviewed MND on 9/08/10. BOS certified MND on 9/14/10. Site Plan application in DRP approved 11/9/10. DCB final concept approved 11/17/10. Construction commenced November 2011; 1st phase completed in June 2012. 2nd Phase Completed October 2012. 3rd Phase currently under construction.	No Variance proposed
1	**7** -- Tahiti Marina/K. Hakim	Kamran Hakim	* Complete leasehold refurbishment; 149 apartments * Relocate landside boater facilities * 214 slips + 9 end ties will not be reconstructed at this time	**Massing** -- 3 stories, 36'-7" in height **Parking** -- Currently 465 spaces. Possible slight reduction of parking due to relocation of landside boating facilities. Impact is currently unknown.	Proprietary -- BOS action on term sheet on 9/29/09. Regulatory -- The 30-day public review period of the MND was 3/15/10 through 4/14/10. BOS certified MND on 7/20/10. Site renovation approved in concept by DCB on 7/21/10. DRP Site Plan application filed on 9/13/10. Final DCB concept was approved as submitted without conditions on 12/15/10. DRP Site Plan application approved on 1/20/11. Construction started March 2012.	No Variance proposed
5	**100/101** -- The Shores/ Del Rey Shores	Jerry Epstein/ David Levine	* 544-unit apartment complex * 10 new public parking spaces	**Massing** -- Twelve 75' tall 5-story residential buildings **Parking** -- All parking required of the project to be located on site plus 10 public parking spaces	Proprietary -- Lease extension Option approved by BOS December 2006. 18-month extension of Option approved by BOS on 12/15/09. BOS approved modifications to the form of Amended and Restated Lease Agreement on 2/15/11. Regulatory -- DCB concept approval 1/20/05. RPC approval June 2006; BOS heard appeal February 2007; and approved project March 2007. DCB final review 7/19/07. Per court order, EIR redone as to grading; BOS approved EIR 12/16/08. Building permit issued 3/3/11; construction started 3/18/11.	Variance for enhanced signage
7	**145** -- Marina International Hotel/ IWF Marina View Hotel	Dale Marquis	* Complete renovation of 134 rooms	**Massing** -- Two 3-story buildings, 42' and five 1-story bungalows, 22' **Parking** -- 208 parking spaces.	Proprietary -- BOS action on term sheet on 2/16/10 and on 2/8/11, approved option to extend the lease term for 39 years. Regulatory -- DCB initial hearing November 2008; conceptual approval granted January 2009. Initial Study received by DRP May 2009; 30-day public review period of the MND was 3/10/10 through 4/09/10. SCHC reviewed MND on 12/14/10. BOS certified the MND on 2/08/11. Site Plan Review application approved by DRP on 4/20/11. DCB approval of final design granted on 7/20/11. Construction started on 9/20/12.	No Variance proposed
2	**8** -- Marina Club	Latosha Brunson	* Building renovation; 205 apartments * 207 slips + 11 end ties will be reconstructed	**Massing** -- Two 3-story residential buildings over parking; 41' and 48'. **Parking** -- 315 residential parking spaces and 172 slip parking spaces.	Proprietary -- Term sheet action by BOS August 2008; lease extension option approved by BOS 12/8/09. On 10/12/11 the SCHC endorsed the renewal of the lease extension option. BOS authorized the renewal of the option to amend lease agreement and extension of option for 18 months to 12/8/12. Regulatory -- DCB continued from July 2008 with conceptual approval on August 2008. Site Plan Review application filed with DRP on 12/4/08, approved 12/23/09. BOS certified MND on 12/8/09. CDP application for new docks approved by CCC on 12/15/10. DCB final design for site renovation was approved on 1/18/12. Dock replacement project commenced 9/10/12. Revonation project is currently under construction.	No Variance proposed
9	**125** -- Marina City Club	Karen Seemann	* 282 slip marina will be reconstructed * Waterfron promenade of varying witdhs from 12 to 20 feet and fire access improvements with new pavers, railing, landscape and pedestrian amenities.	**Massing** -- No modifications to existing buildings proposed. **Parking** -- Existing 361 shared parking spaces for boaters and guests will remain unchanged.	Proprietary -- Lease amendment adopted by BOS on 7/6/10. Regulatory -- DCB conceptual promenade design review approved on 11/17/10. DRP Site Plan Review application filed 10/26/10. Proposed marina replacement was included in the County's master waterside CDP application to CCC. CCC approved waterside master CDP for dock construciton on 11/3/11. Final approval of promenade improvements granted by DCB on 3/16/11. Reconstruction of Marina Walk and docks is anticipated from January 2013 through April 2014. Final promenade improvements approved by DCB on 8/21/13.	

PROJECT STATUS REPORT - KEY



(310) 305-9503 • 13837 Fiji Way, Marina del Rey, CA 90292 • beaches.lacounty.gov

Caring for Your Coast

Gary Jones
Acting Director

Kerry Silverstrom
Chief Deputy

John Kelly
Deputy Director

September 12, 2013

TO: Design Control Board

FROM: Gary Jones, Acting Director

SUBJECT: AGENDA ITEM 7C - BEACH AND MARINA DEL REY SPECIAL EVENTS

MARINA DEL REY

MARINA DEL REY FARMERS' MARKET

Marina "Mother's" Beach ♦ 4101 Admiralty Way ♦ Marina del Rey
Thursdays
7:30 a.m. - 1:30 p.m. through September 26
9:00 a.m. – 2:00 p.m. effective October 3

The Department of Beaches and Harbors (Department), in collaboration with Southland Farmers' Markets Association, is offering the Marina del Rey Farmers' Market on Thursdays. The Marina del Rey Farmers' Market offers fresh, locally-grown organic and conventionally grown fruits and veggies. Also available are prepared and packaged foods, hand-crafted products and much more! Paid parking is available at beach parking lot #10 for 25 cents for every 15 minutes.

For more information call: Marina del Rey Visitors Center at (310) 305-9545

"BEACH EATS" GOURMET FOOD TRUCKS

Marina "Mother's" Beach ♦ 4101 Admiralty Way ♦ Marina del Rey
Thursdays
5:00 p.m. - 9:00 p.m.

The Department is sponsoring gourmet food trucks in Marina del Rey on Thursday evenings, offering delectable dishes plus a chance to picnic on the beach. The "Beach Eats" gourmet food truck events are held from 5 p.m. to 9 p.m. The assortment of trucks varies week to week. Paid parking is available at beach parking lot #10 for 25 cents for every 15 minutes.

For more information call: Marina del Rey Visitors Center at (310) 305-9545

FISHERMAN'S VILLAGE WEEKEND CONCERT SERIES

Sponsored by Pacific Ocean Management, LLC
All concerts are from 2:00 p.m. - 5:00 p.m.

Saturday, September 21
Bob De Sena, playing Latin Jazz

Sunday, September 22
2 Azz 1, playing Urban Jazz Funk

Saturday, September 28
The Kid and Nic Show, playing American

Sunday, September 29
Brasil Brazil, playing Salsa/Bossa Nova

For more information call: Pacific Ocean Management at (310) 822-6866

BURTON CHACE PARK WALKING CLUB

Burton Chace Park ♦ Lobby ♦ 13650 Mindanao Way ♦ Marina del Rey
Tuesdays & Thursdays
10:30 a.m. - 11:30 a.m.

The Department is sponsoring a FREE one-hour walking club. Get your exercise while taking in the beautiful view of the Marina del Rey harbor. Please RSVP by calling (310) 305-9595.

For more information call: (310) 305-9595

BURTON CHACE PARK FITNESS CLUB

Burton Chace Park ♦ Lobby ♦ 13650 Mindanao Way ♦ Marina del Rey
Wednesdays
11:30 a.m. – 12:30 p.m.

The Department is offering FREE outdoor group workout sessions. Come get in shape with an experienced instructor in beautiful Burton Chace Park. Ages 13 and up. Please RSVP by calling (310) 305-9595.

For more information call: (310) 305-9595

BURTON CHACE PARK SENIOR RECREATION PROGRAM

Burton Chace Park ♦ Lobby ♦ 13650 Mindanao Way ♦ Marina del Rey
2nd and 4th Wednesday of each month, beginning September 11, 2013
10:00 a.m. – 12:00 p.m.

The Department is offering a new recreational program for senior citizens at Burton Chace Park. Come join fellow seniors for bingo, dancing, art projects, exercising and more.

For more information call: (310) 305-9595

BEACH EVENTS

BEACH SHUTTLE

Through September 29, 2013
Fridays and Saturdays from 10:00 a.m. - 10:00 p.m.
Sundays from 10:00 a.m. - 8:00 p.m.

Catch a free ride on the Beach Shuttle to and from Playa Vista, Marina del Rey and the Venice Beach Pier, and enjoy the surf, sand and surroundings of Marina del Rey in a hassle-free and relaxing way. The Beach Shuttle operates on weekends and will also provide transportation to and from the Abbot Kinney Festival on Sunday, September 29th.

For more information call: Marina del Rey Visitors Center (310) 305-9545

CALIFORNIA COASTAL CLEANUP DAY

Los Angeles County Beaches
September 21, 2013
9:00 a.m. – 12 p.m.

Coastal Cleanup Day is a great opportunity for you, your family, friends and neighbors to join together to take care of our fragile marine environment. Show community support for our shared natural resources, learn about the impact of marine debris and how we can prevent it, and have some fun! If you volunteer just one day a year, this is the event!

For more information call: Heal the Bay at (800) HEAL-BAY or visit www.healthebay.org

GJ:CB:cml