



**LOS ANGELES COUNTY
DEPARTMENT OF BEACHES AND HARBORS**
13837 Fiji Way, Marina del Rey, CA 90292
Web Page: <http://beaches.lacounty.gov>



March 26, 2014

MARINA DEL REY LAUNCH RAMP RELOCATION CONCEPT

The Marina del Rey Visioning Statement includes a recommendation to organize uses in the Marina into four districts. These districts are generally defined by the uses that currently exist in the Marina, including the Residential District, Marina Beach, Visitor's Row, and Boater's Way. While it is not the intention of this recommendation that these districts become exclusive to the uses for which they are named, it is intended to be used to guide where future development projects are located.

The Visioning Statement identified many opportunities for enhancing the Marina within the Visitor's Row district. This district is intended to be the primary visitor and resident-serving area, providing opportunities for retail, restaurant, entertainment, and other amenities. In order to take advantage of these opportunities, the existing boat launch ramp may need to be relocated to the Boater's Way District.

The Department of Beaches and Harbors worked with Noble Consultants Inc., a civil engineering firm specializing in coastal and harbor engineering, to determine if there were any alternate locations for a public boat launch within Boater's Way. Noble Consultants Inc. was asked to analyze whether any waterfront parcels along the western end of Fiji Way could accommodate a facility of comparable size to the current launch/dry-storage facilities. The study also included a preliminary wind-wave and tidal current analysis of proposed launch ramp orientations.

The study found that the relocation is feasible and that the minimum area required to provide a facility roughly equivalent to the existing one would require the full use of Parcels 54, 55, 56, 61 and W. As shown on the concept plan, the boat launch ramp would be located at the western end of Basin H and would have boats launching in a northwesterly direction, perpendicular to the Basin H seawall. The boarding floats' alignment would be the same as the existing dock alignments along Basin H.

The actual boat launch facility would remain the same size, with eight boat launch lanes, three standard boarding floats, and one new ADA boarding float. If only surface parking is provided, a new public boat launch lot on these parcels would provide 211 car/trailer parking spaces. The existing launch ramp lot provides 223 car/trailer spaces. The proposed dry boat storage area on these parcels would provide 242 boat parking spaces. The current dry storage area provides 305 boat parking spaces. The new facility on Fiji Way could also accommodate some commercial building/storage space near the waterfront promenade.



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Considering the new launch trajectory, Noble Consultants Inc. reviewed a wind study prepared for a project previously proposed on that site. This study found that winds in Marina del Rey typically come from the west, west-southwest, or southwest directions, and occasionally from the east. The study concluded that all of these wind directions would cause cross-winds or beam winds during the launching or return of boats, similar to the conditions experienced now by boats docking within Basin H. Related to currents, the study also found that the ebb and flood tides would be perpendicular to the proposed boarding floats, as is currently experienced by boats using the docks in Basin H. The study did not note any concerns related to either direction of the winds, or flow of the tides.

Lastly, the study showed that the proposed facility would provide adequate space for maneuvering during car/boat trailer entry, launching, parking, boat wash down, and departure from the site. The study identified one disadvantage of the concept plan, that some of the car/trailer parking spaces would be located at a distance that exceeds a target distance of a maximum of 600 feet from the launch ramp.

The attached concept plan was reviewed by both the Coast Guard and the Marina del Rey Harbor Patrol. The Coast Guard stated that based on the project's schematics, they did not foresee any issues relating to boat traffic within the harbor, noting that safety and navigational interference are usually their top concerns. They did make it clear that this preliminary review was not an official approval, and asked to be kept informed of any formal project proposal. The Marina del Rey Harbor Patrol stated that some of the turning angles of the proposed facility may present a problem for vehicles with trailers, but remedies could be identified within the parcel boundary.

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