
To: John Kelly
From: Ron Noble
Date: November 22, 2013
RE: Proposed Relocation of Boat Launch Facility
Responses to 8 of the 10 Concerns Expressed by Pacific Ocean Management
Cc: Michael Tripp
Charlotte Miyamoto

- **It is very unlikely that the boating community or the Coastal Commission would allow the elimination or substantial reduction of the current uses on the Public Launch Ramp site.**

Response: All of the current uses and amenities are maintained on the proposed relocation of the Public Launch Ramp. The relocated boat launch facility consists of 8 boat launch lanes, 3 boarding floats, 1 ADA boarding float, 8 boat wash lanes with hose bibs, 211 car/trailer parking spaces, 9 ADA car/trailer parking spaces, 22 single car parking spaces, 4 ADA single car parking spaces, an ADA accessible restroom building of 25 feet by 40 feet, and 3 commercial buildings each of 15 feet by 95 feet. The relocated mast-up boat storage facility consists of 242 boat parking spaces and a boat hoist.

- **The existing facility would not fit on the new site.**

Response: The existing facility does fit on the new site including the staging docks, trailer stalls, large aisles, car parking, wash down area, wide driveways, long entrance aisles, etc. In fact the new proposed boat launch facility consists of 8 boat launch lanes, 3 boarding floats, 1 ADA boarding float, 8 boat wash lanes with hose bibs, 211 car/trailer parking spaces, 9 ADA car/trailer parking spaces, 22 single car parking spaces, 4 ADA single car parking spaces, an ADA accessible restroom building of 25 feet by 40 feet, and 3 commercial buildings each of 15 feet by 95 feet which equals or exceeds the existing boat launch facility. In addition the design dimensions meet the accepted design criteria for boat launch facilities.

- **Placing the launch facility at the entrance to the channel would require lowering the seawall. No one puts a launch facility in a main entrance channel to a small craft harbor due to navigational problems.**

Response: The proposed location of the boat launch ramp is not located on the Marina del Rey main channel. It is located and oriented at the end of Basin H and does not interfere with the main channel. Boat launching at the proposed location is no different from the current existing boat operating uses at the proposed location. The seawall height is lower along Basin H than the

main channel seawall and the required seawall opening with side return walls would be no different than that for the existing location.

- **High capacity staging docks are an essential part of the launch facility. Currently the docks extend approximately 117 ft. beyond the seawall. This would not be possible at Fisherman’s Village. The main channel needs to remain open and can’t block ease of navigation.**

Response: The proposed relocation of the boat launch ramp is not located on the main channel and therefore does not block the ease of navigation. The boat launch ramp is located at the western end of the Basin H seawall with boats launching in a northwesterly direction perpendicular to the Basin H seawall, with the outboard ends of the boarding floats well inside of the pierhead line. The boarding (staging) floats’ alignment is the same as the main dock alignments along Basin H. The proposed boat launch ramp allows for exactly the same staging docks as the existing boat launch facility with no impact to the Basin H navigation beyond what presently exists. In fact the outward ends of the staging docks are 40 feet short of the pierhead line, therefore allowing for an additional 40 feet before any boat reaches the Basin H channel.

- **Trailer boats generally arrive between 6:00 am to 10:00 pm and depart between 3:00 pm and 6:00 pm. This was obviously considered in the design of the current Public Launch Ramp. Two long lanes at the entrance were designated to accommodate 10+ boats at the same time rather than block a lane of traffic on Fiji Way. Fiji merges to one thru lane of traffic in front of Fisherman’s Village. Lack of space would not allow a similar entrance and would force trailered boats to line up down Fiji.**

Response: First of all there are not two entrance lanes designated for auto/boat trailers (boat launching) at the current Public Launch Ramp as one of those lanes is designated for “autos only”. The proposed relocated facility has two designated entrance lanes for boat launching plus a separate adjacent exit lane, in addition to two other double exit lanes within the auto/trailer parking area. Therefore, the proposed facility can easily accommodate more than 10+ boats arriving at the same time without blocking traffic on Fiji Way, and can further accommodate even more boats arriving at the same time by using the adjacent 3rd exit lane for a 3rd arrival lane during peak morning arrival hours, if need be.

- **Large aisles are required to accommodate the trucks and trailers including turn around space which would be impossible to accommodate on the very narrow Fisherman’s Village site.**

Response: It is not completely understood what is meant by the term “large aisles”, however the proposed relocated boat launch facility has ample site traffic circulation to accommodate trucks and trailers during boat entry, boat launching, turn around, boat wash down, parking, and departure maneuvers. It meets all space design criteria for boat launch facilities, and even has a very convenient and wide maneuvering area for ADA boat launching and parking.

- **Fisherman's Village is home to Hornblower Yachts and Tiki Mermaid. Combined these operations have 7 boats that have a total capacity of well over 1200 passengers. Other uses such as Parasailing and the Boat Rental operation are also very important uses of the marina. Together the tenants located at Fisherman's Village are the biggest means of getting the public out on the water to enjoy Marina del Rey.**
- **Response:** The proposed relocated boat launch facility leaves all of the existing boat docks, boating use operations, and adjacent seawall walkway in-place, and furthermore provides for three 15 feet by 95 feet (total of 4,275 square feet) commercial buildings plus some single car parking fronting these buildings. There are various means to handle additional parking for these boating operations. Therefore all existing boating use operations can be maintained where they currently exist under the proposed relocated boat launch facility.
- **Parcel 49 has several hundred mast-up storage. We find it very unlikely that any visioning idea in regards to developing Parcel 49 involves these boats staying where they are. We are confident that these could not be moved anywhere within MDR.**

Response: The current facility has 305 boat parking spaces, while the proposed relocated boat launch facility has 242 boat parking spaces very conveniently located and with the same boat space and traffic aisle dimensions as the current facility. In addition, the proposed facility includes a boat hoist. The 242 proposed boat parking spaces should still be ample to accommodate the needs of this dry land boat storage.

To: John Kelly
From: Ron Noble
Date: June 12, 2013
RE: Proposed Relocation of Boat Launch Facility-Revised
Cc:

This project memorandum summarizes our engineering services to prepare the first phase feasibility (conceptual plan only) for relocating the boat launch facility and mast-up storage located at Parcels 49R and 49S to Parcels 55, 56 and W that borders Fiji Way in Marina del Rey. This first phase consisted of preparing a preliminary facility layout to evaluate if Parcels 55, 56 and W could accommodate the space requirements for the existing facilities located at Parcels 49R and 49S, and to preliminarily assess the wind-wave and tidal current impacts on the proposed launch ramp orientation at this new location.

The existing Parcel 49R boat launch facility consists of 8 boat launch lanes, 3 boarding floats with a planned additional ADA boarding float, 9 boat wash lanes with hose bibs, plus 3 additional boat wash lanes with hose bibs, 223 car/trailer parking spaces, 3 ADA car/trailer parking spaces, 6 ADA single car parking spaces, and a restroom building. The total area of Parcel 49R is approximately 357,000 square feet. The existing Parcel 49S mast-up storage facility consists of 305 boat parking spaces with a total area of approximately 180,000 square feet.

The proposed relocated boat launch facility and mast-up storage facility is shown on the attached figure. Since the entire landside area of Parcels 55, 56, W and 61 (approximately 303,000 square feet) was required to accommodate the relocated boat launch facility of comparable size to the existing facility at Parcel 49R, the landside area of Parcel 54 (approximately 160,000 square feet) was utilized to accommodate the relocated mast-up storage facility.

The relocated boat launch facility consists of 8 boat launch lanes, 3 boarding floats, 1 ADA boarding float, 8 boat wash lanes with hose bibs, 211 car/trailer parking spaces, 9 ADA car/trailer parking spaces, 22 single car parking spaces, 4 ADA single car parking spaces, an ADA accessible restroom building of 25 feet by 40 feet, and 3 commercial buildings each of 15 feet by 95 feet. The relocated mast-up boat storage facility consists of 242 boat parking spaces and a boat hoist.

The boat launch ramp is located at the western end of the Basin H seawall with boats launching in a northwesterly direction perpendicular to the Basin H seawall, with the outboard ends of the boarding floats well inside of the dock lease line. The boarding floats' alignment is the same as the main dock alignments along Basin H.

During 2004 a wind study was performed for Fisherman's Village by Rowan Williams Davies & Irwin Inc. Results from this study show that a vast majority of the time winds are from either the west, west-

southwest or southwest directions, with a small percentage of time from the east direction. All of these wind directions result in cross-winds or beam winds during the launching and return of boats using the proposed relocated launch ramp that is aligned perpendicular to the Basin H seawall. This is the same wind direction that boats docking within Basin H experience, and should be a favorable condition when temporarily using the launch ramp boarding floats, departing from the boarding floats or returning to the boarding floats.

Additionally, both the ebb and flood tidal currents should be either entering Basin H (flood current) or exiting Basin H (ebb current) which would be in a perpendicular (beam) direction to the boarding floats. Boats using this proposed launch ramp location and its alignment will have immediate and direct access to Marina del Rey's main channel, and therefore will have less likelihood of boat traffic congestion versus traveling the length of Basin H when using the existing boat launch facility.

The layout of the proposed boat launch facility, as shown in the attached figure, provides ample space for maneuvering during car/boat trailer entry, launching, parking, boat wash down, and departure. This proposed facility is very comparable to the existing boat launch facility at Parcel 49R in terms of available amenities and numbers of amenities. The one disadvantage is that some of the car/trailer parking spaces exceed the target distance of 600 feet from the boat launch ramp. However, this proposed facility provides comparable amenities in an approximate 303,000 square foot area versus the approximate 357,000 square foot area of the existing facility.

The layout of the proposed mast-up storage facility has 242 boat parking spaces versus the existing facility's 305 boat parking spaces; however the proposed facility is located on approximately 160,000 square feet versus the 180,000 square feet of the existing facility. The proposed facility has a boat hoist and direct access to the boat launch ramp with ample space for maneuvering.

To: John Kelly
 From: Ron Noble
 Date: October 11, 2013
 RE: Preliminary Construction Cost Estimate
 Proposed Relocation of Boat Launch & Mast-Up Boat Storage Facilities
 Cc:

A preliminary construction cost estimate for the proposed relocation of the boat launch and mast-up boat storage facilities to Marina del Rey parcels 54, 55, 56, 61 & W is shown below. This was based on performing a quantity take-off from our conceptual plan dated June 12, 2013, and is based on our best estimate of existing site conditions that will be encountered during the construction of these facilities. The below numbers have been marked-up to include the contractor's overhead and profit and do include all major construction elements that we are presently aware of, however it does not include demolition of the existing site buildings or construction of new retail buildings. Some site improvements that show (est.) are to indicate this is purely our best estimate at this time for work that needs to be better identified. Also, the underground work associated with removal of a portion of the existing seawall, construction of the seawall returns at the launch ramp, and the rerouting of any utilities behind the seawall could be more involved than provided in our estimate, however it is expected that the shown 15% construction contingency would cover any unknowns. The total rounded number of \$6.5 million appears to be reasonable at this time.

Mob. & Demob.	\$200,000
Cofferdam (install and remove)	500,000
Remove portion of seawall	200,000
Grade for slab at boat ramp	45,000
Precast slab at boat ramp (240cy)	240,000
CIP slab at boat ramp (500cy)	440,000
Rip rap at edge of boat ramp including bedding stone (500 tons)	50,000
Return at seawall and edges of ramp (2)	150,000
Concrete slab for wash down area (277cy)	225,000
Concrete slab at restroom (80cy)	65,000
Concrete slab at boat mast-up area (1,000cy)	750,000
Remove and dispose of AC at parking area (242,000sf) (2,240cy)	165,000
Remove and dispose of AC portion at mast-up area (32,400sf) (315cy)	48,000
Grade and repave parking area (242,000sf) (4050 tons)	500,000
Utilities (est.)	400,000
Rest room building (1,000sf)	375,000
Floats (3x8'x180'=1,440sf +ADA 10'x100'=1,000sf)	400,000

Concrete float guide piles (18)	100,000
ADA float gangway	80,000
Pavement striping	25,000
Curbs & islands (est.)	60,000
Concrete sidewalk adjacent to seawall (some modification work req'd.) (est.)	80,000
Landscape & site lighting (est.)	400,000
Security fencing	<u>100,000</u>
Sub-Total	\$5,598,000
Construction contingency (say 15%)	<u>839,700</u>
Total	\$6,437,700
Total (rounded)	\$6,500,000