



Caring for Your Coast

Gary Jones
Director

Kerry Silverstrom
Chief Deputy

John Kelly
Deputy Director

Brock Ladewig
Deputy Director

MARINA DEL REY DESIGN CONTROL BOARD AGENDA

Wednesday, April 20, 2016, 12:00 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 February 17, 2016 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**

⦿ A. Parcel 9 – Wetland Park – Consideration of new signage, fencing, and lighting – DCB # 16-002

[Attachment: Applicant Plans](#)

⦿ B. Parcel NR – Parking Lot 9 – Consideration of final site design for new water quality enhancement project – DCB # 15-012-B

[Attachment: Applicant Plans](#)

⦿ C. Parcel 44 – Pier 44 – Consideration of final site design for Pier 44 redevelopment – DCB # 08-015-B

[Attachment: Applicant Plans](#)

6. **New Business**

None.

7. **Staff Reports**

A. Temporary Permits Issued by the Department

B. Ongoing Activities Report

- Board Actions on Items Relating to Marina del Rey
- Regional Planning Commission Calendar
- California Coastal Commission Calendar
- Future Major DCB Items
- Small Craft Harbor Commission
- Redevelopment Project Status Report
- Marina del Rey Design Guidelines Update



- Venice Dual Force Main Update

C. Marina del Rey 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 (TTY/TDD) users, please call the California Relay Service at 711. The ADA coordinator 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

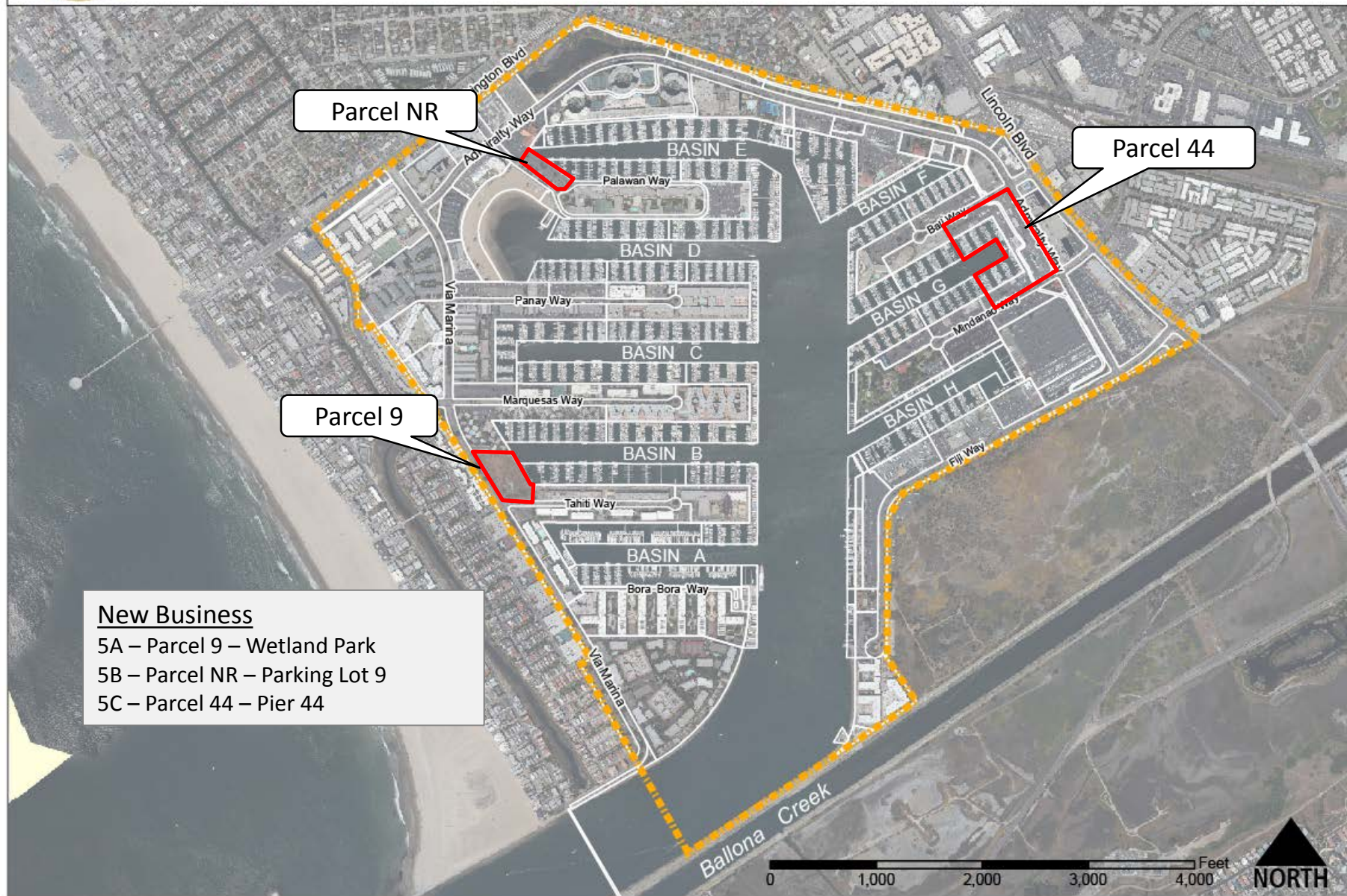
MdR Visitors & Information Center
4701 Admiralty Way
Marina del Rey, CA 90292

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



Location of April 20, 2016 DCB Items



DESIGN CONTROL BOARD MINUTES
February 17, 2016

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

Members Absent: Jerome Stanley, Member (Second District); Simon Pastucha, Member (Third District)

Department Staff Present: Gary Jones, Director; Michael Tripp, Planning Specialist; Troy Evangelho, Planner; Yeni Maddox, Secretary

County Staff Present: Kevin Finkel, Department of Regional Planning; Amy Caves, County Counsel

Guests Testifying: Aaron Clark, Armbruster, Goldsmith, and Delvac

1. Call to Order and Pledge of Allegiance

Chair Phinney called the meeting to order at 1:33 PM

On a motion of Mr. Wong, seconded by Vice Chair Jubany, the absences of Mr. Pastucha and Mr. Stanley were excused.

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

Mr. Wong led the Pledge of Allegiance.

2. Approval of January 20, 2016 Minutes

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

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

3. Public Comment

Kathy Knight spoke about the wildlife habitat in the wetland at Parcel 9.

Marcia Hanscom spoke about road signs being marked as private, and asking the Design Control Board (DCB) to help eliminate those signs.

Louise Steiner spoke about trees on public and private property.

4. Consent Agenda

No Items

5. Old Business

A. Parcel IR – Marina Beach – Consideration of final design for Marina Beach renovation - DCB#15-011-B

Mr. Evangelho presented the staff report.

Public Comment

Louis Steiner suggested using permeable sidewalks and milkweed marsh for the project.

Marcia Hanscom spoke about the plastic bird wires at the beach, and the reduction of the shelter area.

Lori Erlendsson spoke about using permeable sidewalks and native plants.

Dan Gottlieb spoke on project funding and the use of the Coastal Improvement Fund.

Board Comment

Vice Chair Jubany inquired about the wires used to discourage birds at Marina Beach.

Mr. Tripp replied that the bird wires exist at the beach due to the Total Maximum Daily Load (TMDL) for high bacteria levels in the back three basins of the harbor. A few years prior, a DNA test of the bacteria near the beach confirmed that the primary source of the bacteria was from birds. In response to the TMDL the Department installed the bird wires, water circulators, and BMPS in parking lots.

Vice Chair Jubany asked if the bird wires were part of the proposed project.

Mr. Tripp replied that they were not.

Vice Chair Jubany also inquired about the permeable sidewalks.

Ms. Jones explained that due to the proximity of the project to sand, staff opted not to use permeable pavement, because over time the sand would reduce the permeability of the pavement.

Chair Phinney stated that he would not recommend permeable pavers near the beach.

Vice Chair Jubany requested further description of the plant materials.

Ms. Jones stated that approximately half of the plant palette would be native and that the majority of the plantings occur in the bioswales in the parking lot area. Those plants were chosen based on their ability to absorb pollutants from the storm water. The only other landscaped areas would be the raised planters in the beach area. Because that area is heavily used and the planters would double as seat benches, staff chose resilient plant species.

Chair Phinney applauded the plant palette and reiterated that plantings in the bioswales are not suited to native plantings, but rather are selected because they are capable of removing toxins and thrive in the location. He also expressed his concern regarding the brown mesh on the façade of the restroom, and asked if the shelter area was being reduced.

Ms. Jones replied that the shelter had receded slightly but the picnic usage area would remain the same.

Chair Phinney expressed concern regarding the paving near the grill areas, which would stain easily and gave alternative suggestions. He also spoke about the lighting and asked staff to refrain from strip lighting and to use color lighting in moderation. He also suggested that staff remove sign clutter from the south entrance to the beach, and inquired if the fountain that was in previous concept plans for Marina Beach was part of the proposed project.

Mr. Jones replied that due to cost reasons the fountain was not incorporated into this project.

On a motion of Vice Chair Jubany, seconded by Mr. Wong this item was approved as submitted.

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

6. New Business

A. Parcel 9 – Wetland Park – Consideration of new signage, fencing, and lighting – DCB#16-002

Chair Phinney stated that in 15 minutes the quorum would be lost, that he had five speaker cards for the item, which would take approximately 15 minutes, and asked staff for direction on how to proceed.

Mr. Jones replied that they would like to use the time to present the staff report so that the Board would have an opportunity to look at the project, continue the item before the quorum was lost, and then take public comment.

Chair Phinney asked County Counsel if the Board took the staff report first, would an additional staff report be required at a subsequent meeting.

Ms. Caves replied that without a quorum the Board would not be able to take any action on the item, and that any future action would require another hearing, which would give the public another opportunity to comment on the project.

Chair Phinney suggested making the staff report informational, to allow the Board to familiarize themselves with the project, then take public comment, as much as time allows.

Ms. Caves agreed and suggested taking public comment beyond the loss of quorum, making it informational as well.

Mr. Evangelho presented the staff report.

Chair Phinney suggested using the five minutes left with having a quorum for the Board to query staff and then proceed to the public comment period after the quorum was lost. He then asked the public if anyone objected. There were no objections.

Mr. Wong asked for clarification regarding the public and valet parking.

Mr. Evangelho explained that the previously approved hotel project would have four surface public parking spaces, and 17 valet-controlled public parking spaces.

Chair Phinney suggested adding signage near the free parking area, to announce that additional parking was available at the valet area, and suggested that the hotel offer free valet parking. He also suggested instituting a “No Dogs Allowed” rule in the Wetland Park, and revising the sign accordingly. He then recommended a pet station adjacent to the park’s gate entrance. Chair Phinney concluded his comments by announcing that the quorum was going to be lost, and opened the public comment period.

On a motion of Chair Phinney, seconded by Mr. Wong the item was continued due to Vice Chair Jubany’s need to depart the meeting, therefore losing the quorum.

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

Public Comment

Dan Gottlieb spoke about ocean water in the Wetland Park and that he did not favor the project.

Kathy Knight spoke about the wildlife in the wetland and her opposition to the project.

Aaron Clark spoke about the sign program, the habitat, the California Coastal Commission’s review of any changed circumstances, and favored the project.

Marcia Hanscom spoke about the signs, fencing, wetland's function and restoration, parking, and generally opposed the project.

Board Comment

Chair Phinney spoke about the lengthy history of the project site and the importance of protecting the area. He also asked staff if the item would be going before the Coastal Commission before it returned to the Board.

Mr. Jones replied that the item would return to DCB next month, but he did not know when the Coastal Commission would hear the extension request, but it potentially would be heard in May. He added that staff would include a timeline of the project's history in the next staff report. Mr. Jones then stated that the Coastal Commission was involved with the design of the wetland, and their biologists suggested using ocean water to create a tidally influenced wetland.

Chair Phinney stated that the timeline would be helpful and also requested seeing the hotel design, to get a better understanding of what the entire project would look like.

Mr. Jones stated that the hotel design has been brought before the DCB before.

Chair Phinney requested that staff present the project in a way where the Board could see the interface between the hotel and the wetland park. He also stated that he is not a biologist and does not have an opinion on what type of wetland would be appropriate, but would like to address the public's concerns expressed during the public comment period. He then asked staff if it was possible to design a different type of wetland.

Aaron Clark replied that if the type of wetland was changed, they would have to apply for a new Coastal Development Permit (CDP) or an amendment to the CDP.

Chair Phinney stated that he understood the importance of making a decision on this item expeditiously. He encouraged the members of the public to attend the Coastal Commission hearing.

7. Staff Report

The meeting was adjourned prior to the presentation of these reports.

8. Adjournment

Chair Phinney adjourned the meeting at 2:56 p.m.

Respectfully Submitted,

Yeni S. Maddox
Secretary for the Design Control Board



Caring for Your Coast

Gary Jones
Director

Kerry Silverstrom
Chief Deputy

John Kelly
Deputy Director

Brock Ladewig
Deputy Director

April 14, 2016

TO: Design Control Board

FROM: 
Gary Jones, Director

SUBJECT: ITEM 5A – PARCEL 9 – MARINA DEL REY WETLAND PARK – DCB #16-002 – CONSIDERATION OF NEW SIGNAGE, FENCING, AND LIGHTING

Item 5A on your agenda is a returning item from the County of Los Angeles, by and through its Department of Beaches and Harbors (Applicant), seeking approval for new signage, fencing, and lighting for the proposed Marina del Rey Wetland Park (Wetland Park), to be located on Parcel 9 on the northeast corner of Via Marina and Tahiti Way.

This item was continued by the Design Control Board (DCB) at its February 17, 2016, meeting, due to the loss of a quorum following staff's presentation. As requested at that meeting, a summary of the project site's history is provided below:

- In 1979, the California Coastal Commission (CCC) approved Coastal Development Permit (CDP) A-207-79 for a 4-story hotel.
- Hotel construction grading activities in the 1980s resulted in a depression on the property, which eventually became a wetland.
- In 1999, the County released a Request for Proposals for a new hotel.
- Between 2001 and 2005, the site was surveyed seven times, and three delineations for the wetland were prepared.
- In 2008, Glenn Lukos Associates (Lukos), an environmental consultant, surveyed the site and updated the delineation.
- On March 10, 2010, the Los Angeles County Regional Planning Commission (RPC) approved a CDP for the Wetland Park on the southern 1.46-acre portion of Parcel 9. That approval was appealed to the Los Angeles County Board of Supervisors (BOS).
- Throughout the 2009-2010 rainy season, Lukos collected additional hydrological data on the site. In May 2011, a new wetland delineation was prepared.



- On April 26, 2011, the BOS denied an appeal of the RPC's approval, and on May 15, 2012, approved the CDP. This decision was appealed to the CCC.
- In November 2011, a major amendment to the Marina del Rey Local Coastal Program (LCP) was approved, which changed the southern 1.46 acres of the parcel from the "Hotel" land-use category to the "Open Space" land-use category. This amendment also included the addition of an Important Biological Resources chapter to the LCP, which included specific policies for the County's proposed Wetland Park.
- In July 2012, CCC ecologist, Dr. Jonna Engel, visited Parcel 9 with a Lukos wetland specialist, and a new wetland delineation was prepared.
- In December 2012, the CCC found a substantial issue existed with the approved CDP, held a *de novo* hearing, and approved an expanded project.
- On February 11, 2013, the Ballona Wetland Land Trust filed a lawsuit challenging the CCC's approval of the project.
- In June 2014, the lawsuit was settled.
- On December 10, 2015, the County filed a request for an extension to comply with the CDP's conditions of approval.

Below is a list of changes made to the project based on feedback received from your Board at the February meeting:

- (a) A new interpretive sign was developed that displays the history of the site.
- (b) Regulatory signage was changed to read "No Dogs Allowed".
- (c) Parking informational signage was changed to read "Additional Parking See Valet."
- (d) A rendering was created to illustrate the hotel and Wetland Park interface.

Applicant also made the following additional changes:

- (aa) The horizontal cable rail perimeter fence was changed to a stainless steel picket fence.
 - (bb) Designs for benches and trash receptacles were added to the plans.
-

Proposed Project

The proposed Wetland Park would include:

- Landscaping consisting of native and wetland plant species;
- A connection pipe through the seawall to provide a tidal influence;
- A viewing area at the corner of the park near the Via Marina and Tahiti Way intersection;
- 21 public parking spaces (4 surface; 17 garage) that would be located at the adjacent proposed hotel;
- Pedestrian paths;
- Fencing along the park's perimeter and fencing within the park to protect the wetland; and
- Park furniture, lighting and signage

SITE DESIGN

To finalize the remaining design components of the Wetland Park, Applicant requests that your Board review the proposed pedestrian paths, fencing, amenities, lighting, and signage.

Pedestrian Paths

The design details for the waterfront promenade along the easterly edge of the park will be reviewed by your Board at a later date, when the hotel project returns for its final design review.

A meandering 6'-wide grey concrete pedestrian walking path within the 28'-wide grey grasscrete fire access lane would be located along the northern boundary of the park.

Another pedestrian path is proposed within the park along the southern boundary. This path would consist of decomposed granite and end on the southeast corner of the park.

Fencing

Two fence types are proposed at the park. A 3'-7"-tall, black powder-coated stainless steel picket fence is proposed around the perimeter of the park with a hinged and locked 3'-6"-wide gate at the park entrance. The fence features a top rail, posts every six feet, and pickets in between. The fence design is consistent with the planned Oxford Basin project fencing.

A wooden split rail fence is proposed within the park along the walking path to discourage visitors from entering the designated wetland area and disturbing wildlife and vegetation. This fence would stand 2' tall, with wooden posts every 6'. Two rails would be affixed to the posts. The wood would be pressure treated lodgepole pine with a waterproofing coat.

Amenities

Four benches and two waste receptacles would be placed along the walking path located at the southern end of the wetland. Materials for both items would be black metal with brown recycled plastic slats. The proposed benches and receptacles are the same design as what is planned at the Oxford Basin and the Yvonne B. Burke Park.

Lighting

Proposed lighting consists of bollard lights, which would be made of aluminum with a clear finish, stand 3'-8" tall, and line both sides of the fire access lane. Hours of illumination would be from dusk until dawn. The decomposed granite pedestrian path along the south side of the Wetland Park would not be illuminated.

SIGNAGE

The park would feature four sign types: identification, interpretive, regulatory, and directional/informational. All signs would be made of aluminum and feature the following color palette.

- Weathered Bronze Metallic (MP20155)
- Envy Green Metallic (MP42233)
- Standard White
- Gustave Grey Metallic (MP51684)

Identification Sign

One freestanding identification sign is proposed at the park entrance at the corner of Via Marina and Tahiti Way. The sign would be roughly 24 square feet and measure 4' tall by 6' wide. The sign would consist of a sign panel affixed to a bronze post and arm. The sign would feature a wetland setting with green grass and grey bird silhouettes against a white background. The top center of the sign would read "Marina del Rey, Wetland Park". The "Marina del Rey" text would use 2 1/4"-tall grey letters with font type Proxima Nova Light. The "Wetland Park" text would use 5 5/8"-tall grey letters with font type Bebas Neue Bold. Two County seals would be featured below the text.

Interpretive Signs

The interpretive signage would identify the history of the site, along with plants and wildlife found in the Wetland Park. The signs would consist of two sign types placed at four locations around the perimeter of the Wetland Park. Each sign would have 5.5 square feet of sign area and would be mounted with bronze brackets on the split rail fence, 3'-5"

above grade. Text on the signs would range from 3/8" to 1/2" tall, with grey color text, using font types Bebas Neue and Futura Condensed Medium.

The first sign would consist of two panels, each measuring 1'-8" square, placed side by side, with a 5" space between them. Each panel would have a white background with wetland grass silhouettes, a green accent bar, and a green back plate. The foreground would feature photos and descriptions of the wetland plants and wildlife.

The second sign would consist of one panel measuring 1'-8" tall by 3'-4" wide. It would display a timeline with photos and pictures describing the history of the site.

Regulatory Signs

Two regulatory signs would be located near the Wetland Park entrance at the corner of Via Marina and Tahiti Way, and further down the walking path adjacent to Tahiti Way. The signs would be 2.7 square feet each, and measure 1'-4" tall by 2' wide. The signs would be mounted 3'-5" above grade on the split rail fencing using bronze brackets. The signs would consist of a white sign panel, a green accent bar, and a bronze back plate. The signs would read "Sensitive Wetland Area, only wildlife beyond this point. No Dogs Allowed LACC 19.12.1370.A." The text would be grey, font type Bebas Neue Bold, and range in size from 1" to 1 3/4".

Wayfinding Signs

Two 1'-8" by 1' public promenade directional signs would be placed at the entrance to the fire lane along Via Marina, and at the entrance to the promenade from Parcel 8.

One parking directional sign would be mounted to the Wetland Park fence facing Via Marina. The sign would be six square feet and measure 2' tall by 3' wide. The sign would consist of a white sign panel, a green accent bar, and a bronze back plate. The sign would read "Wetland Park, Public Parking Located on Lot 11 at the Corner of Panay Way and Via Marina". The text would be grey and use font type Bebas Neue Bold, with 3 7/8" letters for the title and 2 3/8" letters for the message text. Once the neighboring hotel project is built, the sign text would be changed to read "Public Parking Located at the Marriott Hotel."

A 1'-8" by 11 5/8" sign located at the driveway entrance of the proposed hotel would read "Wetland Park Public and Valet Parking." A sign near the surface parking stalls would read "Additional Parking See Valet." Additional 1'-8" by 1' signs would be placed at each parking stall designated for Wetland Park visitors and would read "Wetland Park Visitors Public Parking." These signs would use the same materials and color palette as the other Wetland Park signs.

STAFF REVIEW

Staff finds the proposed signage, fencing, and lighting improvements are consistent with the Marina del Rey Land Use Plan, Specific Plan, and Revised Permanent Sign Controls and Regulations.

Staff recommends APPROVAL of DCB # 16-002 as submitted, with the following condition:

- 1) No substantial change shall be made to the approved design without the written consent of the Design Control Board.

GJ:BL:te



Caring for Your Coast

Gary Jones
Director

Kerry Silverstrom
Chief Deputy

John Kelly
Deputy Director

Brock Ladewig
Deputy Director

April 14, 2016

TO: Design Control Board

FROM: 
Gary Jones, Director

**SUBJECT: ITEM 5B – PARCEL NR – PUBLIC PARKING LOT NO. 9 – DCB #15-012B
– CONSIDERATION OF FINAL DESIGN FOR NEW WATER QUALITY
ENHANCEMENT PROJECT**

Item 5B on your agenda is a submittal from the Department of Public Works (Applicant), seeking approval of the final design of a proposed water quality enhancement project in a public parking lot (Lot 9). The project is located on Parcel NR along Palawan Way, south of Basin E.

PROJECT OVERVIEW

Background

On August 19, 2016 your Board approved the conceptual design for this project with the following conditions.

- (a) Use a special paving treatment for the ends of the promenade and the areas adjacent to the parklets.
- (b) Add 30"-wide bands of a different paving treatment to either end of the promenade.
- (c) Paving treatments can be a different color, different paver pattern, or a stamped concrete that complements the promenade pavers.

On April 6, 2016, the Regional Planning Commission approved the Coastal Development Permit for this project.

Existing Conditions

The project site is developed with a public parking lot that is approximately 1.5 acres in size and has 187 parking spaces. There are two catch basins at the edge of the parking lot near the promenade that discharge runoff directly into Basin E.

Proposed Project

To reduce the amount of bacterial and toxic pollutants entering Basin E, Applicant proposes to replace the existing catch basins in the parking lot with structural stormwater best management practices (BMPs) to treat runoff, restripe and resurface the parking lot, repave the promenade, provide additional landscaping, and provide new bike racks.

Summary of Changes

To address the Design Control Board's conditions to approval, Applicant incorporated bands and material changes into the promenade design. The promenade would feature dark grey, seeded aggregate concrete bands at the ends of the promenade and at the ends of the parklets. In addition, the promenade in front of the parklets would be a woodgrain stamped concrete paving.

SITE DESIGN

Parklets

Applicant proposes to integrate the structural BMPs into two parklet units adjacent to the public promenade. Each parklet would consist of a bioswale, a modular wetland unit, a brown composite deck area, and two benches. The parklets extend 13.5' from the promenade edge into the parking lot and range in size from 675 to 837 square feet.

Promenade

The Applicant proposes to replace the existing 10'-wide asphalt promenade along the length of Parcel NR with exposed aggregate concrete paving in cool gray. The ends of the promenade, as well as the ends of the parklets, would be marked with a band made of seeded crushed aggregate concrete. The promenade in front of each parklet would be a woodgrain stamped concrete paving.

A new 5'-tall, anodized aluminum, tubular guardrail would be installed along the promenade. The guardrail would feature a horizontal top rail with vertical pickets. This fencing would be the same as the fencing along the promenade at the North Jetty.

Amenities

New amenities would include bike racks, bench seating, interpretive signage, and landscaping. The benches match the design plans approved by your Board for the Oxford Basin project.

Parking

To create room for the two proposed parklets, 18 vehicle parking spaces would be removed, reducing the parking from 187 to 169 spaces.

Landscaping

The proposed plant palette for the bioswales, modular wetland units, and 10 large planter pots include California natives and drought-tolerant species, such as California Field Sedge, Fortnight Lily, Day Lily, Blue Flax Lily, Douglas Iris, California Gray Rush, Autumn Joy Sedum, and Bird of Paradise. Landscaping would also be provided in the existing planter areas on the site.

Lighting

The promenade and parking lot are currently illuminated with pole-mounted lights. No additional lighting is proposed.

View Corridors

All existing view corridors along Palawan Way at Parcel NR would be preserved.

Public Access

Public access would be improved through enhanced waterfront parking facilities and pedestrian amenities.

SIGNAGE

Interpretive

Applicant proposes to install one 3'-10"-high interpretive sign at each parklet. The sign would consist of a 2'-high by 3'-wide panel atop two black metal posts. The signs identify and provide educational information about the structural stormwater BMPs installed on site. The color, text, and format would match the style of the interpretive signs approved by your Board for the Oxford Basin project.

STAFF REVIEW

Staff finds the proposed project is consistent with the design regulations of the Marina del Rey Land Use Plan and Specific Plan.

Staff finds that the proposed Final Design complies with all conditions to the DCB's previous Conceptual Design approval.

Staff recommends APPROVAL of DCB #15-012-B, subject to the following condition:

- 1) No substantial change shall be made to the approved design without the written consent of the Design Control Board.

GJ:BL:te

MARINA DEL REY PARKING LOT 9 STORM WATER BEST MANAGEMENT PRACTICES PROJECT

PROJECT SUMMARY

The proposed project is located in Parking Lot 9, 14110 Palawan Way, in Marina del Rey. The parking lot is adjacent to Basin E, along Palawan Way, in the Marina del Rey Harbor. The lot includes 181 regular parking stalls and 6 disabled parking spaces, including one van-accessible space for a total of 187 parking spaces. During a rain event, runoff from the entire parking lot discharges directly through two existing catch basin inlets and outletting into Basin E. This project will clean the runoff and eliminate pollutants prior to entering the Marina. Following are the project highlights:

SCOPE

- Reduce the amount of bacterial and toxic pollutants being discharged into Basin E by treating runoff from the existing parking lot through underground biofiltration chambers
- Reduce the amount of other pollutants of concern potentially being discharged into Basin E, such as metals, nutrients, sediments, trash, oil, grease, organic compounds, oxygen-demanding substances, and debris that currently pass through the existing storm drain screen.
- Improve water quality in Basin E and assist in addressing the Marina del Rey Harbor Mother's Beach and Back Basins Bacterial Total Maximum Daily Load (Bacteria TMDL) as well as the Marina del Rey Harbor Toxic Pollutants Total Maximum Daily Load (Toxic TMDL).
- Aesthetically enhance the parking lot with the incorporation of biofiltration BMP's and parklets
- Land Use approval is required from Department of Regional Planning for the proposed parklet design due to the reduction in the number of parking stalls in the existing parking lot.
- SWPPP report does not need to be submitted to the State. Only site BMP's are required.
- A CEQA exemption has been approved for this project.
- A Coastal Development Permit Waiver is anticipated to be obtained from the Department of Regional Planning.
- Project will be consistent with the 'Marina LCP'.

DESIGN

- The modular wetlands will blend in with the parking lot by appearing to be landscape planters. Runoff from the parking lot will enter the modular wetlands system, be cleaned and outlet into the Marina via the existing catch basins.
- Since future build out of the promenade is 28 feet, and due to the need to avoid existing utilities, the modular wetlands are placed away from, but within the limits of the future promenade width.

MARINA DEL REY PARKING LOT 9 STORM WATER BEST MANAGEMENT PRACTICES PROJECT

MATERIALS AND COLORS

- The brown deck, benches and bike racks are consistent with other amenities in Marina del Rey and in the immediate surrounding area.
- Stamped concrete is proposed in front of the parklets with color in gray tone similar to wood deck color. Exposed aggregate concrete paving in cool gray color is proposed along the promenade with seed concrete band intervals in dark gray color.
- Modular Wetlands will blend in with the parking lot and serves aesthetically as a backdrop to the parklets and are an integral part of the pedestrian experience. The color of the Modular Wetlands is natural concrete.

LIGHTING SITEWORK

- Lighting currently exists along the promenade.
- The existing parking lot will be maintained and ADA access will be provided to the promenade and Marina Beach.
- Parking lot will include new AC overlay and restriping which will not require a grading permit.
- A right of entry permit will be required from Department of Beaches and Harbors.

LANDSCAPE

- Landscaping is proposed in the modular wetland units and adjacent to it in a natural bioswale.
- The landscape uses climate adaptive plant materials which will include both California natives as well as drought tolerant species: California Field Sedge, Fortnight Lily, Daylily, Pacific Coast Hybrid, California Gray Rush, Autumn Joy Sedum, Bird of Paradise.
- The landscape will be low maintenance, but will be aesthetically unique to the Marina and coastal influences.
- The irrigation will be designed for water efficiency and will meet the local and state water conservation regulations.



Caring for Your Coast

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April 14, 2016

TO: Design Control Board

FROM: 
Gary Jones, Director

SUBJECT: ITEM 5C – PARCEL 44 – PIER 44 – DCB # 08-015-B – CONSIDERATION OF FINAL DESIGN FOR PIER 44 REDEVELOPMENT

Item 5C on your agenda is a submittal from Pacific Marina Ventures, LLC (Applicant), who is seeking approval of the final design for the Pier 44 redevelopment. The project is located at 4637 Admiralty Way (Parcel 44).

PROJECT OVERVIEW

Background

On July 11, 2013, your Board approved the conceptual design of this project, with conditions. The DCB's conditions are discussed in detail below under "Summary of Changes."

On August 26, 2015, the Regional Planning Commission approved a Coastal Development Permit for this project. This approval was appealed to the Board of Supervisors. On November 24, 2015, the Board of Supervisors denied the appeal and certified the Final Environmental Impact Report. The project was appealed to the California Coastal Commission, but is not yet scheduled for a hearing.

Existing Conditions

Parcel 44 consists of approximately 8.39 landside acres and 4.68 waterside acres. The landside portion has frontages on Admiralty Way, Mindanao Way, and Bali Way. Currently, Parcel 44 is developed with seven structures that house Marine Commercial uses and facilities for boat-slip tenants, with 14,724 square feet of building space. The existing waterfront pedestrian promenade is approximately 13' wide and is not continuous. An existing bicycle path winds through parking and stored-boat areas, running parallel to Admiralty Way.

Proposed Project

The proposed project would entail removing all of the existing structures and developing eight new buildings (referred to as Buildings I through VIII) with a total area of 82,652 square feet. The project would create two new outdoor plazas with tiered stadium seating, waterfront views, and outdoor dining. Other improvements would include expansion and redevelopment of the promenade, and realignment of the bike path. The site would also

include Marine Commercial, Boat Storage and Visitor-Serving/Convenience Commercial uses.

Summary of Changes

Below are the conditions approved by the DCB on July 11, 2013, followed by the changes Applicant made to address those conditions.

1. *Revise design, massing and orientation of Building V (Retail and Restaurant) to allow a wide central view corridor toward Basin G from Admiralty Way.*

The orientation of Building V was not changed. However, Building V was reduced from 198' in width, down to 140'. Also Building V was shifted south toward Building IV. The end result is a larger view corridor on the north side of Building V, increasing in width from 35' to 105', and a smaller view corridor to the south of Building V, which was reduced in width from 30' to 15'.

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

There are a total of nine proposed pedestrian pathways into the site, as compared to five entrances as shown in the 2013 DCB site plan. Pedestrian pathways were added or improved at the corners of the property along Admiralty Way at Mindanao Way and at Bali Way. Another pedestrian walkway was added to the main vehicle entrance along Admiralty Way. Two accessible pathways were added, one on Bali Way and one on Mindanao Way. On Admiralty Way, one of the large main entrances was reduced in size and converted into an accessible pathway.

The existing plazas were enhanced to include more landscaping and stadium seating with views of the water, promenade, and bike path. Warning devices were included to reduce conflicts between bike path users and crossing pedestrians.

3. *Enhance pedestrian promenade and bicycle path with amenities and additional landscaping.*

Concrete seat walls, benches with shade structures, water fountains, trash and pet waste stations, and drinking fountains were added along the promenade.

4. *Distribute bicycle parking stalls in multiple locations and near entryways throughout parcel, rather than in one centrally located area.*

Bike parking is proposed along the bike path, near Buildings II through VI. Twelve additional bike parking spaces were added near the entrances to Building VI. Fourteen additional bike parking spaces were added to the side of Building IV.

5. *Re-examine mass and scale of Building II (Trader Joe's).*

This building was redesigned to provide the prominent height and articulation at the main entrance. The massing of the building was broken up by creating several areas that are articulated by height, bulk, relief, and building materials.

6. *Revise building design and orientation of Buildings VI (Retail and Restaurant) and VII (Yacht Club and Boat Repair) to allow conditions listed above to be accommodated.*

The orientation for Buildings VI and VII were not changed, and the design of Building VII was not changed. The design of Building VI was altered to add a stepped-back tower with increased height. The main entrance was made larger and more prominent. The square storefront glazing was changed from rectangular to rounded, and a tile roof was expanded across the entire building.

7. *Exploit design differences for the buildings on the property.*

Three boater restroom Buildings (I, III, and VII) are proposed. Buildings I and VII are designed in the shape of a large number "44". Building III has a rectangle façade and a rooftop lookout.

Buildings II, IV, V, and VIII are similar in architectural design and materials. The façade materials include smooth plaster, glazing, and wood siding. All three buildings feature a contemporary architectural style and similar design features such as cantilevered canopies and stepped-back glass roof structures. However, Building IV does introduce a unique design, with its butterfly roof and angled south-façade wall.

Building VI incorporates a different architectural style and materials, borrowing from the Union Station Building in downtown Los Angeles.

8. *Further develop Building VII (former Boat Repair and Boater Restroom). Consider locating the yacht club there.*

Building VII (former boater restroom) and VIII (former boat repair) were originally attached, but are now separated. Building VII will remain a stand-alone boater restroom, while Building VIII has been redesigned to house both the Yacht Club and a boat repair facility. Building VIII will now feature a second-floor balcony that faces the water.

9. *Return for final project review post-entitlement for final colors, materials, building design, landscaping, promenade/site amenities, signage and site illumination.*

The applicant will provide a sample materials board at the meeting. Also, the applicant will be returning at another time for review of signage.

BUILDING DESIGN

Buildings I, III and VII (Boater Restrooms)

Buildings I, II, and VII, would provide new restroom and shower facilities for boat-slip tenants, and would be located adjacent to the promenade. Buildings I and VII would be identical, standing 16' tall with 386 square feet of floor space. The buildings would be designed in the shape of a large number "44". The numbers would stand 16' tall and 26' wide. Building I would be located on the southwest portion of the property, adjacent to Mindanao Way, and Building VII would be located on northwest side of the parcel near Bali Way.

Building III would be located near the intersection of Mindanao Way and Admiralty Way. In contrast to the other two boater restrooms, this building would not feature the large numeric reference to Pier 44. This building would stand 9'-6" tall with 386 square feet of floor space. The flat roof of this building would function as a viewing deck accessible to the public with views of Basin G, and would be flush with the upper level pedestrian walk.

Building II (Trader Joe's/Specialty Market)

Building II would be located between Mindanao Way and Basin G and would house a specialty market such as Trader Joe's. Building II would measure 33' in height at its highest point and occupy 13,625 square feet of building area. The shape of the building would be rectangular, with the façade articulated with cantilevered awnings and a stepped-back glass roof structure at the main entrance along the west side.

Building IV (West Marine, Marine Offices, and Boat Brokers)

Building IV would be a two-story structure containing a West Marine retail store on the ground floor with marine commercial related uses, a boaters' lounge, and boat broker offices on the second floor. Building IV would be located between Admiralty Way and Basin G and would stand 65' tall at its highest point, with the bulk of the building measuring 40' tall. The total floor area, including the second story offices and boaters' lounge, would be 43,792 square feet.

The building would be rectangular in shape with the façade articulated with cantilevered canopies. It would also feature a rounded south façade with an angled 44' wall, and a unique butterfly roof. Glazing would cover the majority of the façade. The main entries would feature recessed entries with cantilevered canopies.

Building V (Retail and Restaurant)

Building V would include retail uses and restaurant uses and is proposed to be located along Admiralty Way between Building IV and VI. It would measure 34' tall and occupy 6,340 square feet. Building V would have seven tenant spaces with entrances facing both Admiralty Way and the water. The shape of the building would be rectangular, with the façade articulated with cantilevered awnings and a stepped-back glass roof structure on the north façade.

Building VI (Retail and Restaurant)

Building VI would be located near the intersection of Bali Way and Admiralty Way and would consist of retail uses and a restaurant. Building VI would measure 48' in height at its tallest point and would occupy 15,887 square feet. This building would use an architectural style similar to Union Station in downtown Los Angeles, and would include three towers and a grand entry in the center. A two-story restaurant would be located in the center of the building surrounded by six ground-floor retail shops, three on each side. The restaurant would be oriented toward the promenade and Basin G, and would include an outdoor patio for open-air dining. Three of the retail spaces would have entrances facing Admiralty Way and the water. The other three retail spaces would have entrances facing Admiralty Way and Bali Way.

Building VIII (Yacht Club and Boat Repair)

Building VIII would be a two-story building with boat repair and storage on the ground level and a yacht club on the first and second floors. The building would stand 28' tall and occupy 1,850 square feet. The building façade would be articulated with structural features, wood siding, as well as a balcony and a stepped-back glass roof structure. The proposed dry stack storage on the property would accommodate 54 boats, stacked four levels high, at a maximum height of 36' for the structure, plus additional height for the boat stacked on the top level.

Color

The applicant will provide a materials board with color samples at the meeting.

Materials

With the exception of Building VI, all buildings would use the same materials for their façade, including smooth plaster, cantilevered canopies, structural features clad in engineered wood siding, and clear spandrel glass and glazing.

SITE DESIGN

View Corridors

The proposed project would provide 846 feet of view corridors, with the wider view corridors located on Mindanao and Bali Way, and narrower view corridors located on Admiralty Way.

Promenade

A 28'-wide waterfront pedestrian promenade is proposed along the edge of Basin G. The promenade consists of a 20'-wide paved walkway adjacent to the seawall, and eight feet of landscaping and/or bike path.

The majority of the promenade would be surfaced with grey (Rune) colored interlocking pavers in a 90° herringbone pattern. The paving would change in front of the two proposed plazas to feature striping of the promenade with multiple colors (Rune, Graphite, and Eggshell) of interlocking pavers in a 90° herringbone pattern. In front of the yacht club

and dry stack storage, the promenade paving would change to a natural grey concrete in a square pattern.

The guardrail along the water's edge would be a 3'-6" tall anodized tubular rail with tubular pickets. The dock gates would use the same materials and design as the guardrail. The gates would stand 8'-6" tall with 8'-6"-tall security fencing extending 5' on either side of the gate.

Decorative pole lights would be used to light the promenade, while reducing glare on the waterside. Pedestrian amenities along the promenade would include seating with shade structures, seat walls, drinking fountains, and trash, recycle, and pet waste bins.

Bike Path

The existing bike path on the site would be realigned to run parallel to Admiralty way, adjacent to the promenade. The two paths would be separated by a one-foot wide band of contrasting colored pavers. The two lanes of the bike path would measure five feet wide each, and provide access across the site both north and southbound. There would be four crosswalks across the bike path, providing pedestrian connections across the site.

The Applicant is also proposing 101 bicycle parking spaces across the site, including 25 bike lockers for long-term parking. The bicycle racks are located in 7 areas on the site, adjacent to the bike path and near two of the buildings.

Public Access

Automobile access would be provided to the site by one main entrance driveway along Admiralty Way, two entrances on Mindanao Way, two entrances on Bali Way, and an additional private driveway for the yacht club.

There would be numerous pedestrian pathways providing access to the site. Two main pedestrian paths would be located at the major corners of the property at Admiralty Way and Mindanao Way, and at Admiralty Way and Bali Way. Four additional pathways would also provide access from Admiralty Way. There would be two pathways located from the sidewalks of the mole roads on Mindanao Way and Bali Way.

Parking

Four hundred sixty-two (462) vehicle parking spaces would be provided on site, including tandem spaces which would be managed by a valet service.

Fencing

A guardrail would be erected atop the retaining wall along the entire property, where the elevation of the site changes from street level (higher) to promenade level (lower). The stainless steel guardrail would be 3'-6" tall, with brushed satin top rail, middle rails, and steel posts.

Building VII (Yacht Club and Boat Repair) would use a 6' tall galvanized steel perimeter fence. The fence would be painted white and utilize a top rail with pickets and posts. Each of the four vehicle entrances to the property would use a matching 6'-tall sliding gate with the same design, paint color, and materials as the fence. Two additional sliding gates would be used at either end of the property to close off the promenade for boat haulouts.

Hardscape

The pedestrian pathways into the site would be natural grey concrete. The walkways around the shopping center would use an eggshell interlocking concrete paver, in a 90° herringbone pattern. The parking lot would be blacktop with grasscrete within the parking spaces in a select few areas.

Applicant proposes to develop two outdoor waterfront plazas for the public. Each plaza would feature terraced stadium seating with views of the water. Paving within the plazas would use a mix of rune, graphite, and eggshell colored pavers, in a 90° herringbone pattern. The northernmost plaza would feature a fountain pool. The southernmost plaza would connect to a rooftop lookout atop Building III, which would be paved with natural grey concrete.

Landscaping

Although trees will be removed for the development; however, Applicant will exceed the required 1:1 tree-replacement ratio. All 103 existing trees on the project site would be. 24 median trees would be removed related to improvements within the road right of way. Applicant is will plant 238 trees on site, and a number of trees in the median. The palette of trees to be used is as follows:

Proposed Trees		
Botanical Name	Common Name	Size
Arbutus X 'Marina'	Strawberry Tree	48" Box
Jacaranda Mimosifolia	Jacaranda	24" Box
Melaleuca Nesophila	Pink Melaleuca	24" Box
Metrosideros Excelsus	New Zealand Christmas Tree	24" Box
Brahea Armata	Mexican Blue Palm	12 Ft. B.T.H.
Platanus Racemosa	California Sycamore	36" Box
Phoenix Dactylifera 'Medjool'	Date Palm	25 Ft. B.T.H.
Prinus Cerasifera 'Krauters Vesuvius'	Purple Leaf Plum	48" Box
Roystonea Regia	Royal Palm	20 Ft. B.T.H.

In addition to the new trees, Applicant is proposing landscaping throughout the plazas and along the outer perimeter of the parking lot, bike path, and promenade. Grasscrete would also be provided within the tandem parking stall area. The landscaping palette would consist of the following shrubs and groundcover:

Proposed Shrubs		
Botanical Name	Common Name	Size

Aeonium Canariensis	Canary Aeonium	2 Gal.
Agave Americana	Century Plant	15 Gal.
Aloe Arborescens	Candelabra Aloe	5 Gal.
Anigozanthos X 'Bush Ranger'	Dwarf Kangaroo Paw	1 Gal.
Bougainvillea "Rosenka"	Rosenka Bougainvillea	5 Gal.
Chondropetalum Tectorum	Cape Rush	5 Gal.
Ficus Repens	Creeping Fig	5 Gal.
Leymus Condensatus	Canyon Prince Wild Rye	5 Gal.
Limonium Perezii	Sea Lavender	1 Gal.
Nassella Tenuissima	Mexican Feather Grass	1 Gal.
Pennisetum Spathiolatum	Slender Veldt Grass	1 Gal.
Podocarpus Gracilior	Fern Pine (Columns)	5 Gal.
Phormium 'Amazing Red'	Bronze Baby Flax	5 Gal.
Phormium "Bronze"	Bronze Baby Flax	5 Gal.
Phormium 'Bronze Baby'	Bronze Baby Flax	5 Gal.
Pittosporium Crassifolium	Karo	5 Gal.
Westringia "Morning Light"	Coast Rosemary	5 Gal.

Proposed Groundcover		
Botanical Name	Common Name	Size
Carex Praegracius	California Field Sedge	4" Pots
Gazania 'Trailing White'	White Trailing Gazania	4" Pots
Myoporum Parvifolium 'Putah Creek'	Creeping Myoporum	Flats
Rosmarinus Officinalis 'Prostratus'	Trailing Rosemary	1 Gal.
Senecio Mandraliscae	Blue Chalk Sticks	1 Gal.
Succulent Mix	To be determined	6" Pots

Lighting

The site would be lit with a variety of fixtures, including overhead pole lights, decorative pole lights, in-ground running lights, incised lights, downlighting on buildings, and uplighting on landscaping.

The buildings would use a shielded arm fixture to downlight the façade. Building canopies would provide downlighting. The stepped-back glass roof structures would be uplit, with the roof shielding the light. Building IV would use accent uplighting along its south elevation. Building VI would use internally illuminated tower windows and also pendants and sconces matching the architectural style of the building.

The plazas would use horizontal internally-illuminated benches and softly uplit palm trees. The south plaza would feature traditional catenary lighting between Buildings IV and V. The north plaza would feature linear down and uplighting along the fountain pool.

The promenade and bikeway would be lit with pole lights integrated into the guardrail along the perimeter of the water. The lighting would shine onto the promenade only, so as to not create glare on the waterside.

The parking lots would be illuminated with modern pole downlights. Ramps and stairs would be illuminated with integral handrail lighting. Pedestrian crosswalks through the bike path would be highlighted using linear ground recessed marker lights.

All lights would be controllable and dimmed after hours. An astronomical clock would be used to automatically turn the lights on/off with the length of the days. All tree lights would be turned off 30 minutes after closing.

SIGNAGE

Applicant will return with a sign program at a later date.

COUNTY DEPARTMENT COMMENTS AND RECOMMENDATIONS

Below are comments provided by the Department of Regional Planning for consideration by the DCB.

- (a) Revise the design of Building VI such that its architecture is in the same family/design language as the other buildings on the project site.
 - (b) Incorporate design elements into the design of Building VI appropriate for a building located at an intersection, with the intention of it being iconic and visually drawing one's eyes in.
 - (c) Differentiate the design of Buildings II and V such that each radiates a unique identity within the project site's design language.
 - (d) Ensure that any elevated tower-like feature (e.g., Buildings II and V) are open to the (restaurant/retail) spaces below.
 - (e) Redesign the pedestrian access points at the corners of both Admiralty/Mindanao and Admiralty/Bali to provide a more grand pedestrian entrance that invites people onto the site at a diagonal right from the corner.
 - (f) Employ a design for the restroom buildings such that they are nearly identical, to make it easy for boaters to identify restroom facilities around the site.
 - (g) Retain the rooftop plaza that exists above Building III such that it is open and fully accessible to the public at all times.
 - (h) Incorporate high-quality materials, such as stone or block, on all buildings at least at ground level.
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- (i) Along all street fronts, the landscaping should be taller than what is implied by the renderings, especially on the street-side of the sidewalks.
- (j) Incorporate some sort of pedestrian scale lighting or broken block walls placed in the landscaping strip on the parking-lot side of the sidewalks.
- (k) Replace non-native ground cover, shrub, and flower components of the landscaping palette with native species (cape rush can often be substituted for California gray rush).

STAFF REVIEW

Staff finds that the proposed Final Design does not comply with conditions #1 and condition #7 of the DCB's previous Conceptual Design approval.

Staff recommends the applicant revise their project and return when they meet the Conceptual Design conditions of approval.

GJ:BL:te



Jack Hollander & Associates, Inc.

Architecture Planning Interiors

Gary Jones, Director
Los Angeles County Department of
Beaches & Harbors
13837 Fiji Way,
Marina Del Rey, CA 90292

October 19, 2015

Re: Pier 44
Marina Del Rey, California

Dear Mr. Jones,

We are pleased to submit our application to the Design Control Board for review of the proposed improvements at Pier 44, Marina Del Rey California. The subject parcel comprises roughly 8.39 acres landside and 4.68 acres waterside. The landside portion of Pier 44 includes frontages on Admiralty Way, Mindanao Way and Bali Way. Enclosed please find 15 sets of drawings and a computer files, which are part of the required package that includes the existing site plan, the proposed site plan, floor plans and exterior elevations for the above project.

Pacific Marina Ventures, LLC is the applicant for Pier 44. The new slip configuration has already been approved by the County and is only shown on the Site Plan so the total scope of the project can be better understood.

Parcel 44 Existing Conditions

As shown on the survey, Pier 44 currently includes 7 building structures designated as follows:

Building A – Boat Brokers	1120 S.F.
Building B – Boat Brokers	5284 S.F.
Building C – Boat Maintenance & Repair	1000 S.F.
Building D – Boat Brokers	1440 S.F.
Building E – Yacht Club	1080 S.F.
Building H – Office Building	4216 S.F.
Building I – Boaters Bathrooms	<u>584 S.F.</u>
Total	14724 S. F.

All existing buildings on the site are old and may not meet current Building and Fire Department codes. As part of the proposed redevelopment plan for Pier 44, Pacific Marina Ventures, LLC proposes to demolish all of the existing buildings on the Pier 44. The newly designed buildings will replace all of the uses at present part of the existing structures. Currently, a bicycle path is located on the east side of the site portion of Pier 44, which transverses the site through parking areas and stored boats, creating an unsafe condition. Moreover, the existing waterfront pedestrian promenade on Pier 44 is only about 3-13 ft. wide, and is not continuous in its stretch.

Existing parking spaces are located adjacent to the bulkhead, which do interfere with pedestrians wishing to observe the harbor. Two driveway entrances are currently provided from Admiralty Way. Based on the discussions with the County, only one main driveway was allowed along with a deceleration lane along south-bound Admiralty Way. The new driveway will align with the existing driveway located on the east side of Admiralty Way. Additional driveways have been proposed on Bali Way and Mindanao Way.

Description

For the past few years, we have been working in close collaboration with the Departments of Beaches & Harbors, Planning Department, Public Works, various consultants, and our clients on the redesign of the landside portions of Pier 44. During this period, we have analyzed myriad of concepts which would enhance the site and benefit boaters and the community. We have tried to create an environment which provides great services to boaters and local residents while attracting visitors from surrounding communities. We have replaced all existing building functions catering to boaters' needs and added a variety of functions which will enhance boaters' and visitor's experience. In fact, we feel that we have created a "boater paradise", exemplified by the fact that a boater can buy a boat, buy parts from West Marine, repair their boats, buy food from Trader Joe's or dine in beautiful surroundings at one of the proposed restaurants.

The following is an outline of objectives and goals which served as the basis for the design of Pier 44:

1. Increase and improve view corridors;
2. Provide an improved and safer bicycle path;
3. Provide significantly improved public access to the water;
4. Create an aesthetically pleasing promenade and improve Fire Department access through the site;
5. Improve boaters' access to restroom and shower facilities;
6. Provide a Boaters' Lounge and Community Room for use by the public as well as boaters;
7. Provide for the relocation of existing boat brokers on-site in significantly enhanced facilities;
8. Include a major marine retailer, such as West Marine, which will serve boaters' needs for boating supplies;
9. Provide convenient on grade parking for boaters and visitors, in compliance with County Code requirements.
10. Include a specialty market that allows for the sale of food, beverages and sundries as convenience to boaters and the broader Marina del Rey community;
11. Provide pedestrian access from Admiralty Way, Mindanao Way and Bali Way directly into the site;
12. Design buildings commensurate with the parcel's prime location in the Marina Del Rey

13. Provide a water taxi station, sewage pump-out facilities and water dinghy docks.
14. Include design of the Yacht Club to replace the existing one.

View Corridors

The certified LCP states: “Parcels located between the water and the first public road shall provide view corridors allowing uninterrupted views of the harbor from the road to the waterside at ground level.” We believe creating significant view corridors that maintain and enhance public views of the water on Pier 44 is of the utmost importance. Pier 44 is strategically located adjacent to Admiralty Way and extends over two moles on Mindanao Way and Bali Way. We have made a conscious effort to provide almost double the required view corridor in linear feet overlooking the harbor, from surrounding streets. Building “IV” (West Marine), building “V” (retail) and building “VI” (restaurant/retail) were deliberately set back considerably from the street intersections to further open up the vistas. The view corridors which we have provided for in the proposed Pier 44 development, greatly exceeds the requirements of the certified LCP. The view corridors will provide pedestrians and passing motorists unobstructed views of the harbor. Members of DCB requested that we increase view corridors from Admiralty by turning one of the building to be perpendicular to Admiralty. An analysis of this request is included at the end of this presentation.

Bicycle Path

As can be seen on the existing survey, the existing bicycle path transverses Pier 44 between Bali Way and Mindanao Way (in a north/south configuration). The existing path meanders through an existing parking lot and boat storage areas, and passes adjacent to boat repair areas. Since bicycling is so prominent in Marina Del Rey, we have attempted to provide a much safer bicycle path alignment over the parcel in the new project. As planned, the new bicycle path will be provided in a straight alignment with 5-ft-wide lanes in each direction, on the east side of the promenade and adjacent to a continuous landscaped area. This will eliminate the poor unsafe existing conditions, where bicycle traffic mixes with pedestrians and automobile traffic. It will further allow bicyclists to enjoy the unobstructed views of the water as they pass through the site. We have incorporated a variety of warning signs and devices to reduce the hazards of pedestrians crossing the bicycle path. We have used signage, flashing lights, humps, handicap signs, etc. to help bicyclists and pedestrians enjoy the promenade in relative safety.

Improved Public Access

Currently, as you approach the site the visual impact is insignificant. As you enter the site, the project seems dated and is extremely undistinguished. There is no focal point to direct visitors to the site. With the exception of a small “Pier 44” sign at the intersection of Mindanao Way and Admiralty Way, there really is no sense of arrival at the site. Visitors standing on Admiralty Way can only observe the top of boats. Similar signage can be found exists at the corner of Bali

Way and Admiralty Way. Currently a large post and monument sign is located at the center of this site at the entry driveway, but the main entry leads to a fenced boat repair area.

The concept of the new design for Pier 44 features two monument signs at the streets intersection. The main driveway entry on Admiralty Way includes landscaped features, to further create a sense of arrival. A pedestrian walkway has been provided at the intersection of Bali Way and Mindanao Way leading directly to buildings IV & VI respectively. Additional vehicular entrances have been provided around the site on Admiralty Way, Bali Way and Mindanao Way. All of the buildings will be accessible by pedestrians from the promenade. The driveways provided on-site will allow traffic to enter on Mindanao Way and extend all the way to Bali Way. In addition, there are several point of entry on Admiralty Way entering the site on foot which make it convenient for visitors.

The Promenade

The waterfront pedestrian promenade was designed to meet all Fire Department requirements of 28 ft. to within 150 feet to the perimeter of all buildings on the site. The promenade along the east side of Basin G will be designed to include two 5-ft-wide bicycle lanes in both directions. The bicycle lanes will feature an additional one foot of contrasting color pavers on each side of the path for safety reasons. The grand waterfront promenade walkway will be surfaced with colored interlocking pavers. The chain link metal fencing on top of the bulkhead will be removed and a new decorative aluminum fencing system will be installed. New pole lights will be installed along the bulkhead. Concrete benches have been provided to enhance the promenade. Elevated planters were also provided to enhance the pedestrian experience of the promenade. The promenade on the moles will also receive decorative interlocking pavers. Though the certified LCP requires only a 28' promenade surrounding the water, we have decided to extend beyond LCP requirements, and continue the promenade north all the way to Bali Way as well as southward to adjoining Mindanao Way along the bicycle path.

Buildings I & VII - Boaters' Accommodations

Accommodating boaters is of the utmost importance when designing Pier 44. Boaters' new bathroom areas have been provided at several locations on the site. Bathrooms and showers for men and women have been located on the west side of the mole adjacent to Mindanao Way. Another boaters' bathroom and shower facility has been provided in building "III" with direct access from the promenade. As discussed in other parts of this report, a boaters' lounge and toilet facilities have been placed located on the second floor of Building IV. Laundry facilities have also been included adjacent to the boaters' lounge, so boaters can wait in the lounge while they do their laundry. Four washers and four dryers will be provided at the laundry facility. As designed, boaters will be able to buy boats, purchase boat parts, repair their boats, store their boats, as well as, buy food and beverages without leaving the site. Additional bathroom facilities have been provided in building I, building III, and building VII. The boaters' bathrooms

provided would be a great addition in serving the boating public on Pier 44. We have spread boater's parking throughout the site adjacent to boater's toilets.

Building II – ‘Trader Joe’s Market’

When analyzing the needs of boaters and the larger Marina Del Rey community, the idea of including a specialty market, such as a Trader Joe's seems ideal. A market will allow for the convenient sale of food and beverages within close walking distance to the marina and the soon-to-be-expanded Burton Chace Park. Convenient parking, which has been provided on grade adjacent to the market, would also be beneficial to Marina Del Rey residents shopping at Pier 44. A main entry has been provided on the west side of the building III to allow direct entrance from the adjoining parking area on the west side of the building. A covered canopy has been provided on the north side of Trader Joe's adjacent to the promenade, where benches can be placed so visitors can view the harbor while sitting in a shaded area. The exterior façade was articulated to allow for an upscale design which would be aesthetically pleasing from Mindanao Way and Admiralty Way as well as the harbor.

Building III – Boaters Bathrooms and Observation Deck

The first floor of building III serves as boater's bathrooms. Above the bathrooms we have designed an observation deck adjacent to the promenade. The entry to the bathroom is on the level of the promenade. The interior bathroom layout at the first floor is very similar to buildings I and VII. The structure is of concrete construction and the deck above cantilevers over the bicycle parking below. The 530 sq. ft. deck rises over 10 ft. above the promenade for unobstructed view of Basin G. Building III is enhanced by a landscaped plaza area and an amphitheater sitting located adjacent to this building structure.

Building IV - West Marine, Boat Brokers & Community Room

Building “IV” is a two-story structure located adjacent to Admiralty Way with a full view of Basin G. The first floor will serve as a “flagship” store for West Marine, a prominent boating retailer which purveys a wide range of boating-related products and services. The interior space for West Marine was designed to allow for a large two-story space as you enter the store. The high ceiling extends through the building to the opposite side of the structure facing the water. The impressive ceiling height will be effective in displaying merchandise in the West Marine store. Glazing was an important feature in the design of the store. In order to experience a full view of the harbor and serve as the background for the display of merchandise, extensive exterior glazing was used. The front entrance was accentuated with a 20 ft. cantilevered entrance canopies on the east and west sides of the building. We also introduced a butterfly roof above the raised portion of the building.

West Marine is considered one of the best suppliers of boat related products and services. It is the largest specialty retailer of boating supplies, equipment and apparel for marine and boating

uses. The store actively promotes boating and works to reduce their impact the environment. West Marine, which takes pride in improving and protecting marine habitats, will be a great addition to Pier 44 in Marina Del Rey.

Boaters' Lounge – Space W and Community room – Space T on second floor of Bldg. IV

The second floor of Building IV has been redesigned to allow much of the space to serve boat brokers. Space “W/T” has been designed as a community room providing much-needed meeting space, where community groups can convene. It was also designed to accommodate the boaters' lounge. Additional space was provided on the second floor for Boat Brokers offices. These offices do not require adjacent boat display areas. This space also provides a full, unobstructed view of Admiralty Way as well as the boat slips on the west side.

Pacific Marina Ventures, LLC has always held the belief that residents of Marina Del Rey and boaters who come and enjoy the harbor should be provided with a place where they can rest and meet other boaters. In addition, they strongly believe it is important to provide a community room adjacent to Admiralty Way where community meetings can take place. In additions an adjoining kitchen was provided to serve the boaters. Boater bathrooms have also been placed adjacent to the boaters lounge.

Building V - Retail & Restaurant

This building was designed to serve retail & restaurant spaces. The building has also been conceived with a direct view towards Admiralty Way on the east and Basin G on the west. Only one of the towers submitted at the last DCB meeting was kept since the last DCB meeting. It is in line of sight with the main driveway leading to the site from Admiralty Way. This building is important since all visitors using the main driveway from Admiralty Way will initially see this building. The west elevation was designed to closely resemble the east elevation located on Admiralty Way.

Building VI – Retail & Restaurant

Pacific Marina Venture, LLC is currently in negotiation with a major restaurant for the lease of approx. 7,500 square feet of restaurant. The restaurant will occupy two floors and will be designed in an architectural vernacular resembling the Union Station as was suggested at the last DCB meeting. A tower will be located to face Admiralty Way and Bali Way and will serve as the entry foyer to the restaurant. The restaurant will have uninterrupted view of the water. Exterior dining in the outdoor plaza facing basing will again enhance the dining experience.

Building VIII – The Yacht Club and Boat Repair

We have met several times to discuss the building design with SCCYC so the building architecture is based in part on the contribution of the Yacht Club members. The Yacht club is a 2 story structure. The adjacent boat repair area has a high volume ceiling. The second floor will be served by an elevator. Small kitchen was provided on the 1st floor even though no cooking

will take place in the building. Patios will be provided on both floors. The second floor is also going to feature a kitchen/bar. The boat repair area includes a covered boat repair service yard. We have designed the building as contemporary structure with extensive fenestration. The boat repair area includes an office, provided for the tenant. Mast up boats for the use of the Yacht Club has also been provided.

Boat racks have also been included to allow for dry storage.

Conclusion

At the start of the project design we set several goals we were trying to achieve in the design of this project. We feel that we have met most of those objectives. With the strong urgings of DCB, we have increased and greatly enhanced the view corridors. We were able to open the vistas at the two plazas we have created. The amphitheaters seating designed by the landscape architect will provide visitors a higher platform from which to view the water in safety.

We also greatly improved the bicycle path. Cyclist can enjoy the experience of riding with full view of the water. We feel that we improved public access to water. Direct access has been provided from each surrounding street. We also improved Fire Department access to all buildings which allow visitors to enjoy the newly designed promenade. We have improved boater's access to the bathrooms. We feel that providing a kitchen and laundry facility will be an added advantage. We have also designated boater's parking adjacent to their bathroom to make it more convenient. Introducing a public community center on the second floor of building IV will be a great asset to boaters and members of the community. The second floor at building IV will be used primarily by boat brokers.

The boat broker area was designed with a nautical theme. Every boat broker will have a view to the surrounding street or the water. A few smaller brokers will have access to the "board walk" with wood planks and blue tile floors, the boat brokers facility will convey the feeling of water. Parking on grade will be very convenient. Boaters will have designated parking spaces, as required. Designated car pool, electric cars and fuel efficient spaces have also been included. We feel that we have achieved the majority of goals we set out to accomplish. We hope this project which is the product of so many will become a source of pride to us all who participated in the process.

Sincerely,

A handwritten signature in dark ink, reading "Jack Hollander". The signature is fluid and cursive, with the first letters of "Jack" and "Hollander" being capitalized and prominent.

Jack Hollander, AIA

The following is in response to the Design Control Board's comments dated July 16, 2013:

View Corridor

The Design Control Board asked us to provide a wide view corridor toward Basin G from Admiralty Way by revising the massing and orientation of building. Our office has prepared three alternative schemes which can be displayed at the meeting, showing the implications of changing the orientation of Building V and the following are the findings:

Scheme I; as shown on the drawings, features Building V to be 140 feet long by 47 feet deep and is parallel to admiralty way.

Scheme II shows that in order to accommodate Building V, we have to revise the parking layout and we will lose 6 parking spaces. Based on parking requirements, the loss of 6 spaces will require losing of 250SqFt x 6 spaces = 1,500 SqFt. of retail space.

Scheme III will also require losing 1,500 SqFt of retail space.

Scheme I will allow full visibility to admiralty way as well as the water. Scheme II and III will allow visibility of all the stores to traffic travelling in the south direction only, and no visibility to traffic travelling north. Scheme III will have partial visibility to traffic travelling north.

On Scheme I, the distance between Building IV and VI will be 263'-6". While Scheme II and III, the distance between Building IV and VI will only be 205'-6" which make the courtyard formed by the buildings smaller.

Scheme I, shows 18 feet for a short distance between Building IV and V. Scheme II will require a 16feet wide and 120 feet long, it will end up looking like a long uninviting tunnel. Scheme III shows Building V as an extension of Building IV with a 10 feet wide and 90 ft deep service corridor separating the building. Here again we will lose leasable space because the service corridor area requires parking which would be deducted from the lease space. This would be a significant loss of the leasable space. The loss would be for $(90 \times 10) + 1,500 = 2,400$ SqFt.

Another important factor to consider is that West Marine will lose 60 linear feet of display window which is covered by the service corridor.

The view corridors provided at the proposed Pier 44 development, greatly exceeds the requirements of the certified LCP.

Based on this analysis we have decided that Scheme I is best suited for the project..

Pedestrian Enhancement

The Board asked us to include pedestrian enhancements and improve pedestrian connections throughout the parcels.

One of the more important criteria which was applied in the site design, was that once a person reaches the plaza area or the walkway around the buildings, he will never have to cross any driveway to get to any building on the site. We also felt that it was important to provide a measure of safety for visitors who wanted to observe the boats, while the bicycle path in use. So we have provided numerous warning devices.

We have created several pedestrian entrances from Admiralty Way at the two intersections of Admiralty Way and Bali Way as well as the intersection of Admiralty Way and Mindanao Way. We have introduced a pedestrian walkways leading to West Marine and Restaurant at Buildin VI next to the proposed landscaped monument sign. We have also created a direct connection from Admiralty Way to the main entrance of West Marine Building. An additional pedestrian walkway was provided adjacent to main entry vehicular entrance to the project. Two major landscaped plazas have been incorporated. Concrete benches were provided adjacent to the promenade including the moles for visitors use.

Next to Trader Joe's, visitors would be able to sit under a glazed canopy overlooking the water and enjoy the food and beverages they can purchase at Trader Joe's. Others may enjoy sitting in the two stadium seating and enjoy the view. People with disabilities would be free to enjoy all parts of the project which were designed to be accessible.

Bicycles

The Board requested that we distribute bicycles parking stalls in multiple locations.

We have provided over 100 bicycle spaces throughout the site.

Many of the spaces have been located along the bicycle path and adjacent to most buildings on the site.

Trader Joe's

Reexamine mass and scale of Building II (Trader Joe's)

As the Grading plans indicate, Building IV is at finish floor elevation 14.15', and the finish floor at Admiralty Way intersection at Mindanao Way is at 14.50'. Trader Joe's finish floor is at elevation 10.00', which means that Trader Joe's is about 4.5 feet below Admiralty Way.

Building IV (West Marine) is a two story with high ceiling structure while Trader Joe's is a single story. We therefore have decided to increase the building height at Trader Joe's so it becomes more prominent. We also wanted the structure to stand out, both from Admiralty Way as well as from the water.

Exploit Design Differences for Buildings on the Site

We have total of 8 buildings on the site.

Building I and VII are identical and function as boater's bathrooms. The buildings were designed to express parcel-44, so the boaters can see them at night. A sloping lit signage was used above the roof indicating that this building is for boaters.

Building II is the only one where glass canopies were added. spandrel glass was used on the building façade to hide the interior display shelving of Trader Joe's. some of the finishes resemble Building V on the site, however we are planning to change the color of the glazing as well as the colors and other exterior materials.

Building III has very similar interior layout as resemble Building I and VII, however because of the grade differences it was designed in concrete. Above the lower level a landscaped concrete

patio was placed for the use of visitors. So the exterior elevation of Building III is completely different than Building I and VII.

Building IV which we refer to, as the West Marine Building, is different from the rest of the buildings.

The interior space for West Marine was designed to allow for a large two-story space as you enter the store. The high ceiling extends through the building to the opposite side of the structure facing the water. The impressive ceiling height will be effective in displaying merchandise at the West Marine store. Glazing was an important feature in the design of the store. In order to experience a full view of the harbor and serve as the background for the display of merchandise, extensive exterior glazing was used. The front entrance was accentuated with a 20 ft. cantilevered entrance canopies on the east and west sides of the building. We also introduced a butterfly roof above the raised portion of the building which makes this building different than the rest.

Building V serves as a restaurant and retail uses, it includes stepping glass roof structure.

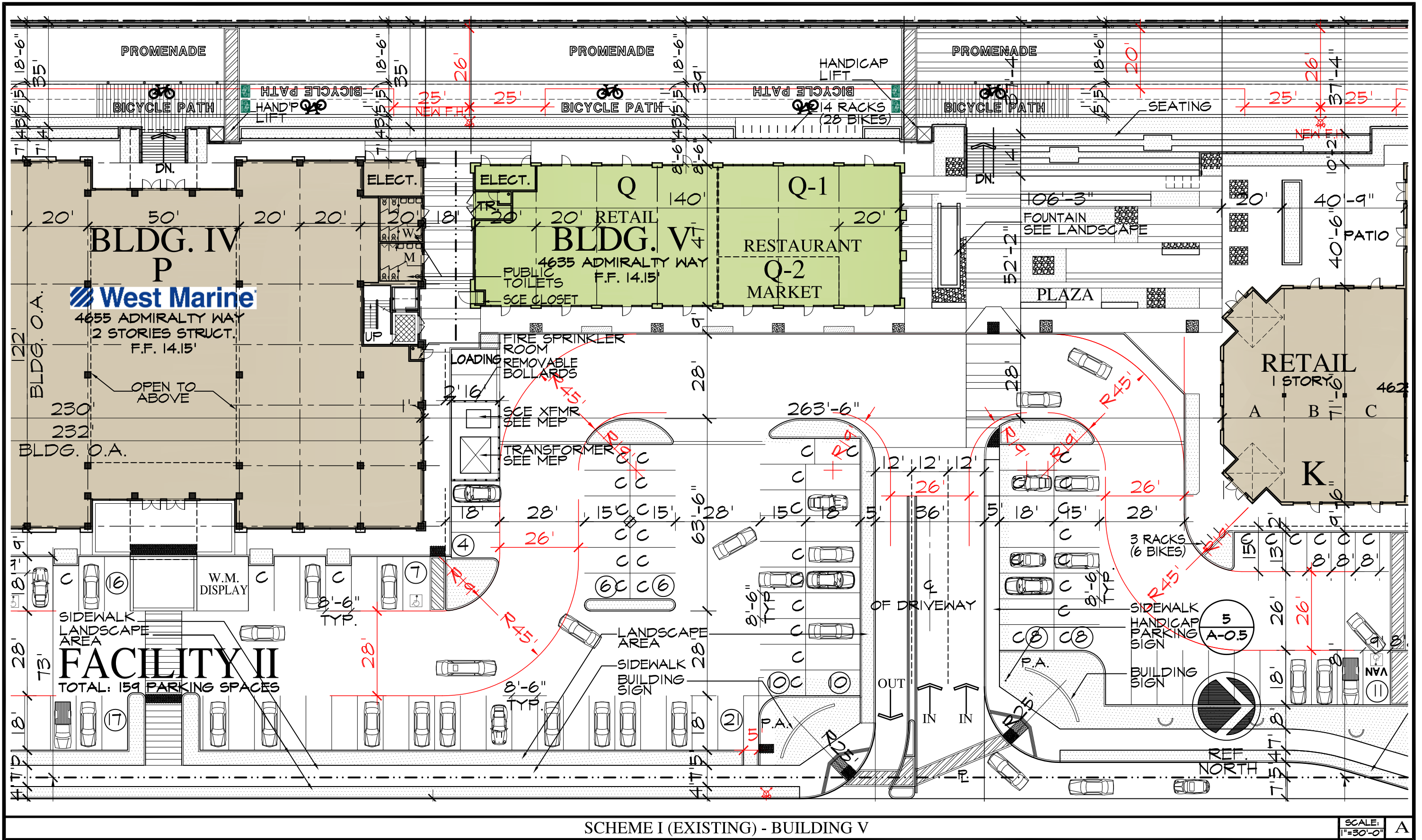
Building VI Pacific Marina Venture, LLC is currently in negotiation with a major restaurant for the lease of approx. 7,500 square feet of restaurant. The restaurant will occupy two floors and will be designed in an architectural vernacular resembling the Union Station as was suggested at the last DCB meeting. A tower will be located to face Admiralty Way and Bali Way and will serve as the entry foyer to the restaurant. The restaurant will have uninterrupted view of the water. Exterior dining in the outdoor plaza facing basing will again enhance the dining experience.

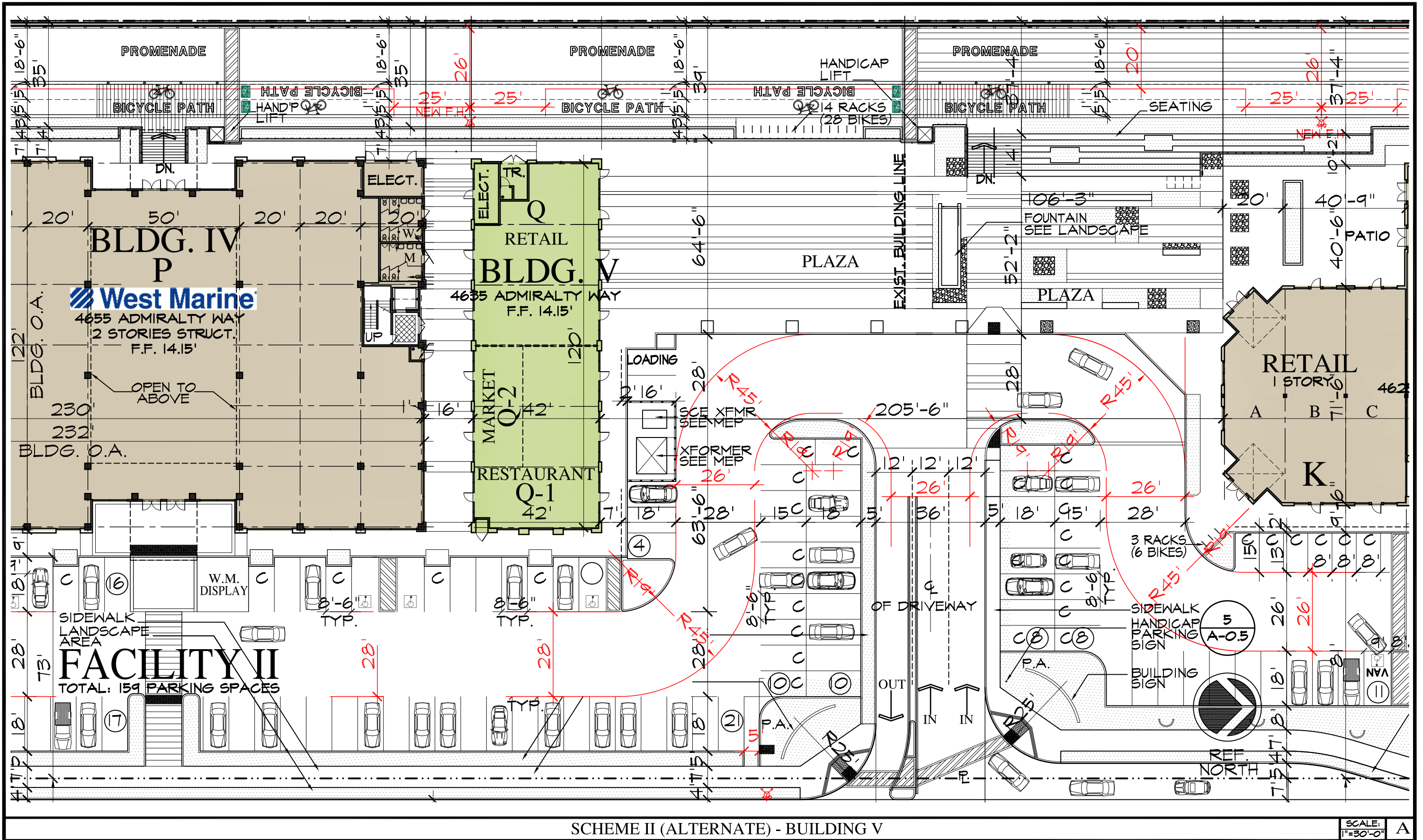
Building VIII; We have met several times to discuss the building design with SCCYC so the building architecture is based in part on the contribution of the Yacht Club members. The building is a 2 story structure which was designed to look like a Yacht Club.

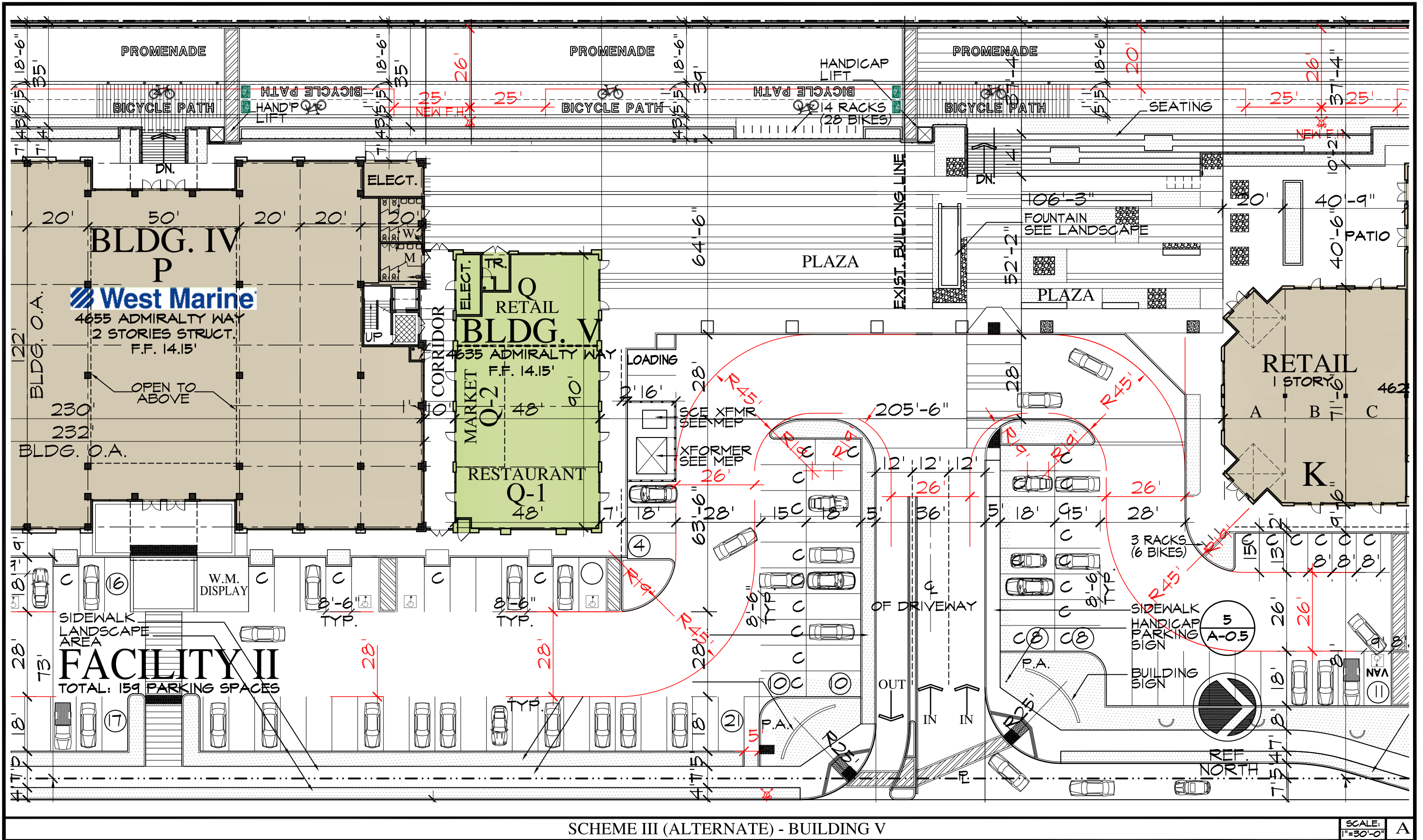
A lounge area and kitchen/bar facility was provided on both floors.

The extensive patio on the first floor makes the building look like no other building on the site. The building structure in the rear was designed to accommodate the boat repair area. A large covered exterior space was provided for the use of boat repair uses. The boat repair building includes an office and storage area for tools and parts.

Though some building structures share similar materials and details, each building is unique and work closely together. We are changing colors, materials and textures of the buildings to make each building interesting but still work together well.







PIER 44 – LANDSCAPE NARRATIVE

Paving, Walls, Amenities

The waterfront promenade will feature enhanced pavement to create an attractive environment that promotes non-vehicular uses along the waterfront. Colored concrete pavers in distinctive patterns will create place making that encourages pedestrian and bike uses while still also providing for emergency vehicle traffic. The overall width of the re-developed promenade is defined by emergency vehicle requirements, with an average width of just over 29 feet. While the width of the new paving will match the existing, the feel of the promenade will be enhanced by new planting, and by expanded special paving at the primary entries. Multiple staircases and ADA lift stations will take visitors from the promenade level along the waterfront up to the street level. Decorative block will be used to retain the grade difference between the promenade and the buildings. Two separate plaza spaces up at street level will provide opportunities for gathering and outdoor dining. Each plaza will be enhanced with terraced stadium seating that faces the marina, allowing for multiple opportunities to appreciate the water's edge. The northern most plaza includes a modest water feature that cascades towards the waterfront and provides a visual and audible connection to the marina. Cast-in-place concrete seat walls will be installed along the edge of the promenade and at the plazas above. The promenade seat walls will also have shade structures to protect visitors. Bike parking and storage is provided in multiple locations along the promenade. Drinking fountains, trash and recycling are also provided across the site.

Fencing Design and Materials

Along the edge of the promenade, up at street level, a custom stainless steel railing will contribute to the overall aesthetic and visually connect all sides of the Pier 44 improvements. A new tubular steel railing and posts will be installed along the Waterfront Promenade and will be constructed of marine grade aluminum with welded joints and stainless steel hardware to endure the harsh waterfront conditions of the marina environment. The railing will provide unobstructed views, reduced maintenance and an attractive aesthetic complementing the marina and surrounding waterfront. New tubular metal gates will be provided at gangway access points.

Planting

The landscape for Parcel 44 will include over 30,000 square feet of planting area and an additional 15,000 square feet of permeable paving called Grasscrete throughout the parking areas. The planting areas will include a diverse collection of drought tolerant and adaptive native plantings appropriate to the seaside conditions of the marina and selected for their color, texture, and proven hardiness in a commercial landscape. Native California Sycamores will shade the parking areas and provide the face of the project along the street while palm trees have been used selectively along the store fronts and the promenade to maintain views throughout.

Pier 44

Lighting Description

Marina Pier 44 will be softly lit with even light levels creating a safe and interactive space for pedestrians, marina residents and clientele.

All lighting will be warm white in color (3000K) to create an inviting ambiance with low glare for boaters.

Pole lighting integrated into the fence design at the perimeter of the promenade will illuminate the wide bike and pedestrian area. Additional safety lights will be integrated into the paving to alert bikers to pedestrian crossing locations during the day and night. Stairs and ramps will be illuminated with lighting integrated into the hand railing. Facades will be downlit with linear fixtures at the roof line providing texture to the buildings and no glare to the boaters. Building canopies will hide downlights for continuous illumination around the buildings. Trees will be softly uplit to highlight the bark and structure. Pole lights in parking lots will illuminate the area evenly for safety.

All lighting will be controllable and dim down after hours as required by code. An astronomical clock will be used to automatically turn the lights on/off with the length of the days. All tree lights will turn off 30 minutes after closing, to allow natural sleeping patterns for the birds and animals in the area. Bath house lights will be bright enough to guide residents safely during the night.

The lighting has been designed to enhance the marina, as an enjoyable and safe destination, during the day and night.

THE LIGHTING DESIGN
ALLIANCE, INC.

LOS ANGELES
DUBAI UAE
SHANGHAI

LOS ANGELES
2830 TEMPLE AVENUE
LONG BEACH, CA 90806-2213

T: +1 562 989 3843
F: +1 562 989 3847



Caring for Your Coast

Gary Jones
Director

Kerry Silverstrom
Chief Deputy

John Kelly
Deputy Director

Brock Ladewig
Deputy Director

April 14, 2016

TO: Design Control Board

FROM: 
Gary Jones, 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 (Department) for temporary banners, signs and/or canopies. Since the March 2016 report, two temporary sign permits were issued by the Department:

- Parcel 50, Waterside Shopping Center – Approval of temporary “No Event Parking” signs, to be placed at each of the six vehicle entrances to the shopping center. Signs are only to be posted on days with Marina events during the 2016 calendar year.
- Parcel 56, Fisherman’s Village – Approval of temporary business sign for KC’s Crepes Café. Sign is to be fastened to the wooden railing above the shop-front awning, and is permitted from April 6, 2016 to June 1, 2016.

GJ:BL:te

Attachments (2)



Caring for Your Coast

Gary Jones
Director

Kerry Silverstrom
Chief Deputy

John Kelly
Deputy Director

Brock Ladewig
Deputy Director

April 5, 2016

Mr. Ryan Hawley
101 The Grove Dr.
Los Angeles, CA 90036

**Temporary Signs for Waterside Shopping Center, No Event Parking
(TP 16-004)**

Dear Mr. Hawley,

By means of this letter, the Waterside Shopping Center is permitted the following temporary signage for the special events taking place in the 2016 calendar year.

- Six (6) temporary signs measuring 2' wide by 3' tall that read "No Event Parking, Violators will be towed, Waterside Marina del Rey". Signs will be mounted on stakes and placed within the Waterside Shopping Center at the six vehicle entrance locations. The signs are not to be placed within the public right of way.

The temporary signs are only permitted on the specific dates indicated in the attached table, starting April 5, 2016 and ending January 1, 2017. The signs must be removed by noon the day after each event. Should you have any further questions, please contact me at (310) 305-9533.

Regards,

Troy Evangelho
Planning Division

GJ:TE



2016 Events & Activities

February

Thursday	02/25	12pm - 5pm	Los Angeles Boat Show
Friday	02/26	12pm - 5pm	
Saturday	02/27	10am - 5pm	
Sunday	02/28	10am - 5pm	

May

Friday	5/20	5 pm - 9 pm	ET-94 Party in the Park + Gala
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June

Saturday	6/4	11 am - 5pm	MarinaFest Boat Show
Sunday	6/5	11 am - 5pm	MarinaFest Boat Show

July

Monday	7/4	All day to 12am	4 th of July Fireworks Show
Thursday	7/7	All day to 10pm	Summer Concert (Symphonic)
Saturday	7/9	8pm - 10pm	Movie Night
Saturday	7/16	All day to 10pm	Summer Concert (Pop Saturday)
Thursday	7/21	All day to 10pm	Summer Concert (Symphonic)
Saturday	7/23	8pm - 10pm	Movie Night
Sunday	7/24	10am - 3pm	Old Fashioned Day in the Park
Saturday	7/30	All day to 10pm	Summer Concert (Pop Saturday)

August

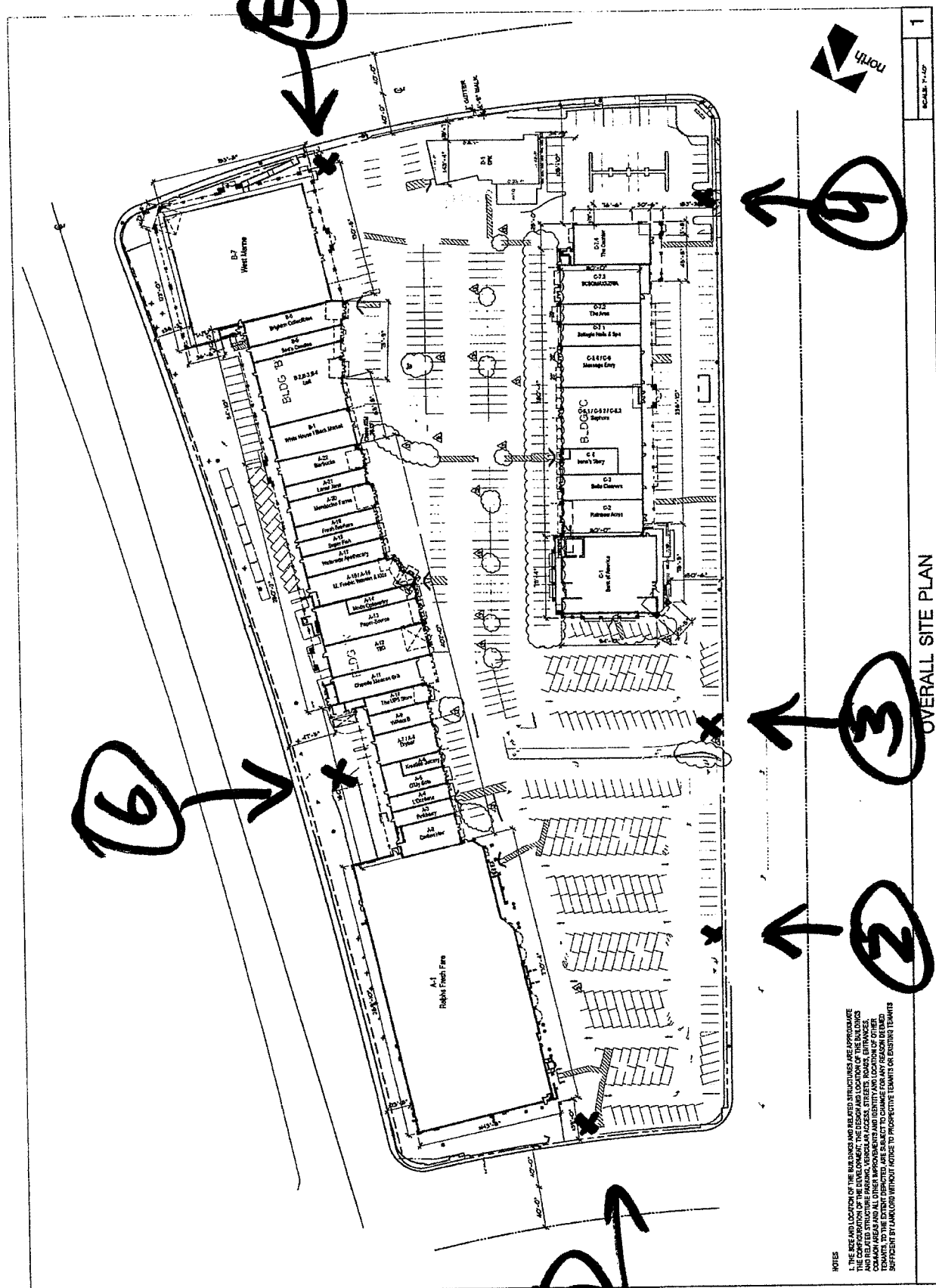
Thursday	8/4	All day to 10pm	Summer Concert (Symphonic)
Saturday	8/6	8pm - 10pm	Movie Night
Saturday	8/13	All day to 10pm	Summer Concert (Pop Saturday)
Thursday	8/18	All day to 10pm	Summer Concert (Symphonic)
Saturday	8/20	8pm - 10pm	Movie Night
Saturday	8/27	All day to 10pm	Summer Concert (Pop Saturday)

October

Sunday	10/9	11am - 4pm	Discover Marina del Rey
Saturday	10/29	10 am - 8 pm	Harvest Festival
Sunday	10/30	10 am - 5 pm	

December

Saturday	12/10	11am - 9:30pm	Snow Wonder & Holiday Boat Parade
Saturday	12/31/16-1/1/17	7pm - 12:30am	New Year's Eve Celebration



**NO EVENT
PARKING**

**VIOLATORS WILL
BE TOWED**

WATERSIDE
marina del rey



Caring for Your Coast

Gary Jones
Director

Kerry Silverstrom
Chief Deputy

John Kelly
Deputy Director

Brock Ladewig
Deputy Director

April 6, 2016

Keisuke Wakunaga
8320 Lincoln Blvd. #1B
Los Angeles, CA 90045

**Temporary Sign for Parcel 56, KC's Crepes Cafe
(TP 16-005)**

Dear Applicant,

By means of this letter, Parcel 56, KC's Crepes Café, is permitted the following temporary sign.

- One (1) temporary sign measuring 3' tall by 6' wide that reads "KC's Crepes Café, Sweet, Savory, Boba, Coffee". The sign will be fastened to the rails above the shopfront awning.

The temporary sign is permitted from April 6, 2016 to June 1, 2016. The signs must be removed by noon June 2, 2016. Should you have any further questions, please contact me at (310) 305-9533.

Regards,

Troy Evangelho
Planner, Beaches and Harbors
County of Los Angeles
Department of Beaches and Harbors

GJ:TE



DESIGN ORDER

Thank you for your business. Please make sure you review your artwork carefully. Once you have "APPROVED" it there will be NO CHANGES allowed without an additional charge.



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8" LETTERS

2.5" LETTERS



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Caring for Your Coast

• • •
Gary Jones
Director

Kerry Silverstrom
Chief Deputy

John Kelly
Deputy Director

Brock Ladewig
Deputy Director

April 14, 2016

TO: Design Control Board

FROM: Gary Jones, Director

SUBJECT: **ITEM 7B - ONGOING ACTIVITIES REPORT**

BOARD ACTIONS ON ITEMS RELATING TO MARINA DEL REY

On March 15, 2016, the Board of Supervisors (BOS) authorized the approval of granting an option to extend the term of the existing BoatYard (Parcel 53) lease for the renovation of the boatyard and the complete redevelopment of the adjacent marina with 101 slips and 5 end ties.

On April 5, 2016, the BOS made a motion directing various County departments to draft a net-zero water ordinance for all new development and substantial renovations that would apply to both public and private development throughout the County.

REGIONAL PLANNING COMMISSION'S CALENDAR

No items relating to Marina del Rey were on the March 2016 Regional Planning Commission (RPC) agenda. On April 6, 2016 the RPC approved a Coastal Development Permit for a stormwater improvement project on parcel NR (Parking lot 9).

CALIFORNIA COASTAL COMMISSION CALENDAR

No items relating to Marina del Rey were on the Coastal Commission's March 2016 agenda.

FUTURE MAJOR DCB ITEMS

No major items are currently scheduled for a future DCB meeting.

SMALL CRAFT HARBOR COMMISSION

On March 3, 2016, the Small Craft Harbor Commission held a special night meeting to hear from the boating community. The January 13, 2016 meeting minutes are attached. The March 3, 2016, special night meeting minutes are pending approval.

Design Control Board
April 14, 2016
Item 7B
Page 2 of 2

REDEVELOPMENT PROJECT STATUS REPORT

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

MARINA DEL REY DESIGN GUIDELINES UPDATE

Staff is currently revising the design guidelines draft to address other County Departments' comments.

VENICE DUAL FORCE MAIN PROJECT UPDATE

No updates on the Venice Dual Force Main Project since the March 2016 report.

GJ:BL:te

Attachments (2)

SMALL CRAFT HARBOR COMMISSION MINUTES

January 13, 2016

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

Department of Beaches and Harbors: Gary Jones, Director; Brock Ladewig, Deputy Director; Steve Penn, Chief of Asset Management Division; Michael Rodriguez, Chief Property Manager; Gloria Perez, Management Fellow

County: Jill Jones, County Counsel; Sergeant Richard Godfrey, Sheriff's Department

Chair Lumian called the meeting to order at 10:05 a.m. followed by the Pledge of Allegiance led by Sergeant Richard Godfrey and read the Commission's policy on public comments.

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

Ayes: 5 – Chair Lumian, Vice Chair Alfieri, Mr. Lesser, Ms. Delgado, and Mr. Rifkin

Item 3 – Communication from the Public:

Public Comment: Carlos Rojas stated that he feels he is being wrongfully accused of going into the women's bathroom and requested the issue be investigated by an outside source. He further commented that he has been banned from being able to rent transient docks.

Chair Lumian asked if staff had any comments.

Gary Jones stated that he spoke to Mr. Rojas before the meeting. He also informed him that the issue would be investigated and staff will prepare a response.

Item 4 – Communication with the Commissioners

Commissioner Rifkin mentioned that he received a publication from the Marina del Rey Historical Society honoring Debbie Talbot.

Chair Lumian listed communication with several individuals and included his attendance at the memorial for Debbie Talbot.

Item 5a – Marina Sheriff

Sergeant Richard Godfrey presented the Liveaboard stats reports and announced that the crime stats report was unavailable.

Chair Lumian stated that he read about the accident that occurred on Via Marina and expressed concern about the speed limits in the area. He also asked if the Sheriff's department had any ideas on how to prevent future accidents on Via Marina.

Sergeant Godfrey stated that Marina del Rey falls under the jurisdiction of the California Highway Patrol.

Gary Jones stated that due to concerns raised by the accident, the Department of Public Works, Road Division is investigating the design of the road.

Chair Lumian asked when would there be information available regarding the investigation.

Gary Jones replied that he will find out and report back.

Sergeant Godfrey stated that it would take California Highway Patrol approximately six months to finish their investigations.

Chair Lumian asked Sergeant Godfrey to keep the Commission informed.

Item 5b – MdR and Beach Special Events

A written report was made available.

Item 5c – Marina Boating Section Report

Michael Blenk reported that Anchorage 47's construction was going well. Completion is scheduled for early June.

Item 6a – Old Business

None.

Item 7a – Parcel 44 Granting of an Option Agreement to Extend the Lease

Don Geisinger presented the staff report. The Department requested the Commission's endorsement of the Director's recommendation to the Board of Supervisors. The Director recommended adoption of the FEIR, the Mitigation Monitoring Reporting Program and associated CEQA Findings of Fact regarding the Addendum. Additionally, the Department is requesting Board's approval of an option agreement to extend the term for Parcel 44's ground lease by 39 years.

Aaron Clark presented additional details of the actual project.

Public Comments:

- Patricia Yunis read a cover letter that accompanied letters of support written by community members and local activists.
- Janet Zaldua voiced her support for the project, and stated that she believes the project will become one of the more popular attractions in the Marina. She thanked the developer for soliciting feedback from the community.
- Jeanette Vosburg spoke of her opposition to the project, stating that she believes the Marina should be reserved for recreational facilities. She further commented that she believes the parcels should be leased for higher rates.
- Trevor Bazeley announced that the developer is allowing South Coast Corinthian Yacht Club, the oldest Yacht Club in the Marina, to have its new facilities on the premises. He thanked the developer for helping the yacht club and voiced his support of the project.
- Richard Winderbank spoke about the Boys & Girls Club's sailing program for at-risk youths and mentioned that the developer provides free boat storage for the program. He also expressed his support of the project.

Michael Pashaie stated that he is excited about starting the project.

Commissioner Delgado stated that she believes the project is very balanced and benefits the public.

Commissioner Rifkin asked what is the existing number of boat slips and what will the number be when the project is completed.

Aaron Clark replied that there will be 141 new slips.

Gary Jones answered that there are currently 232 slips and he further commented that a number of these slips had been transferred to the County under the Anchorage 47 project. Mr. Jones further reminded everyone that the number of slips was set in the Master Waterside CDP about three years ago and this project conforms to the Coastal Commission's approval.

Mr. Pashaie added that a number of the old slips were double slips which were originally built for narrower boats. Those slips were counted as two slips but they can only actually fit one boat. Additionally, there will be 56 dry-boat and 13 mast-up storages, totaling 69 additional spaces.

Commissioner Rifkin asked the applicant to summarize public outreach efforts.

Aaron Clark responded that there was a Hearing Examiners Meeting. Public notice was prepared by DBH. They also met with the tenants/boaters and offered assistance in finding new accommodations. Several public meetings were held. The majority of the public comments were extremely positive and with little opposition.

Commissioner Lesser stated that he thinks it is a great project that not only satisfies the tourist aspect but also fulfills local boaters' need for access to the water.

Vice Chair Alfieri stated that he believes the project will serve as a model for other projects around the Country.

Chair Lumian thanked Aaron Clark for arranging a meeting that he attended a few months ago held for various businesses currently housed at the parcel. Chair Lumian indicated that there were some outstanding issues and asked the lessee if those issues were resolved.

Aaron Clark replied that they are currently working on Seamark's relocation, which may possibly be relocated off the water temporarily, during construction, and then moved back into the project. He added that they are also working with Steve Curran. There is a possibility of providing accommodations for his business on Parcel 21.

Chair Lumian asked if construction will begin in April or May.

Aaron Clark replied that an individual is intending to file an appeal to the Coastal Commission which will delay the project by at least four months. The project may start in May.

Chair Lumian asked how far in advance the notices will go out prior to construction.

Aaron Clark replied that at least 30 days but it won't be a surprise to anyone because of the extensive outreach that has been conducted.

Mr. Pashaie commented the project will take approximately one year and he anticipates completion of the project in May 2017.

Commissioner Lesser motioned to approve; seconded by Commissioner Delgado, motion carried.

Ayes: 5 –Chair Lumian, Vice Chair Alfieri, Ms. Delgado, Mr. Lesser, and Mr. Rifkin

Item 7b – Parcel 53 Granting of an Option Agreement to Extend the Lease

Don Geisinger provided the staff report, a presentation and a site plan. DBH requested the Commission's endorsement of the Director's recommendation to the Board granting an option to extend the term of the Parcel 53's lease for an additional 39 years. The County will receive a \$100,000 option fee. In conjunction with the request to grant the Option, the Director is requesting that the Board approve and authorize the Chair to sign the new Amended and Restated Lease, upon satisfaction of the option conditions.

Greg Schem gave an overview of indemnity and liability issues he is facing as a lessee due to the Total Maximum Daily Load (TMDL) requirements and the impact on this project.

Public Comment: Simon Landt expressed his support for approval and endorsement of the project, he also mentioned the importance of having two fully functioning boat yards providing services.

Chair Lumian thanked Mr. Schem for expressing his concerns and invited him to present any further information to the Commission again. Chair Lumian also asked the staff to provide a follow-up report.

Gary Jones replied that staff has made every effort to support the lessees and hopefully the lease extension will help move the project forward.

Commissioner Delgado motioned to approve; seconded by Vice Chair Alfieri, motion carried.

Ayes: 5 –Chair Lumian, Vice Chair Alfieri, Ms. Delgado, Mr. Lesser, and Mr. Rifkin

Item 7c – Proposed 2016 Commission Meeting Schedule

Steve Penn stated that staff is recommending the same meeting schedule, second Wednesday of each month at 10:00 a.m., be adopted.

Public Comment: Jeanette Vosburg requested that the Commission meetings be scheduled in the evenings or weekends, and referred to the handout she provided to the Commissioners. She also spoke about the recreational boating strategies, Beaches and Harbors' administrative office relocation, the current state of the Marina and Fisherman's Village.

Commissioner Lesser stated there is discussion about holding a special night meeting; however, he doesn't believe people are interested in attending a night meeting every month or a weekend meeting.

Chair Lumian stated that the proposal is to have the SCHC meetings every second Wednesday of each month and suggested approving the item. He further suggested scheduling a special meeting to review the boating action plan. Chair Lumian suggested having organizations that support recreational boating report on their programs and ideas about expanding access to the water.

Mr. Penn stated that staff is currently in the process of coordinating the special night meeting focusing on recreational boating.

Chair Lumian suggested March 3, 2016.

Commissioner Lesser motioned to approve; seconded by Vice Chair Alfieri, motion carried.

Ayes: 5 –Chair Lumian, Vice Chair Alfieri, Ms. Delgado, Mr. Lesser, and Mr. Rifkin

Item 7d – Election of Commission Officers

Commissioner Rifkin asked if the current Chair has the option to extend an additional term.

Mr. Penn replied that the Chair has one more year.

Commissioner Lesser moved to retain the current officers.

Commissioner Rifkin commended Chair Lumian on a wonderful job.

Vice Chair Alfieri suggested Commissioner Rifkin to serve as the new Vice Chair.

Commissioner Lesser amended his motion to add Commissioner Rifkin as the Vice Chair.

Commissioner Lesser motioned to approve; seconded by Vice Chair Alfieri, motion carried.

Ayes: 5 –Chair Lumian, Vice Chair Alfieri, Ms. Delgado, Mr. Lesser, and Mr. Rifkin

Item 8 – Staff Reports

Gary Jones provided the staff reports on ongoing activities.

Public Comment: Captain Alex Balian stated that his inquiry was answered and had no further comment.

Public Comment: Jeanette Vosburg spoke about the importance of the recreational boating strategies and public outreach.

Chair Lumian expressed concern about the traffic on Via Marina during construction and requested a presentation from DBH or Public Works about specific actions that will be taken to mitigate traffic and coordinate construction on Via Marina.

Gary Jones replied that it's the department's intention to report on this issue in the near future. He added that it will be another year with considerable activities of construction projects.

Vice Chair Alfieri suggested having a meeting with other departments including the City of Los Angeles and Caltrans.

Gary Jones replied that that kind of meeting would be very difficult to coordinate and stated that there are projects around Marina del Rey that are not overseen by the County.

Chair Lumian stated that there seems to be two issues: 1) what will be done specifically during the construction phases to reduce the impact on traffic in Marina del Rey and 2) the overall regional traffic. He suggested having a meeting to discuss the impact on Marina del Rey.

Commissioner Rifkin mentioned Councilman Mike Bonin is organizing a fact-finding hearing about congestion on the Westside.

Chair Lumian suggested inviting some of the other agencies to brief the Commission. He also thanked County Counsel Jill Jones for her service during Amy Caves' absence.

Adjournment

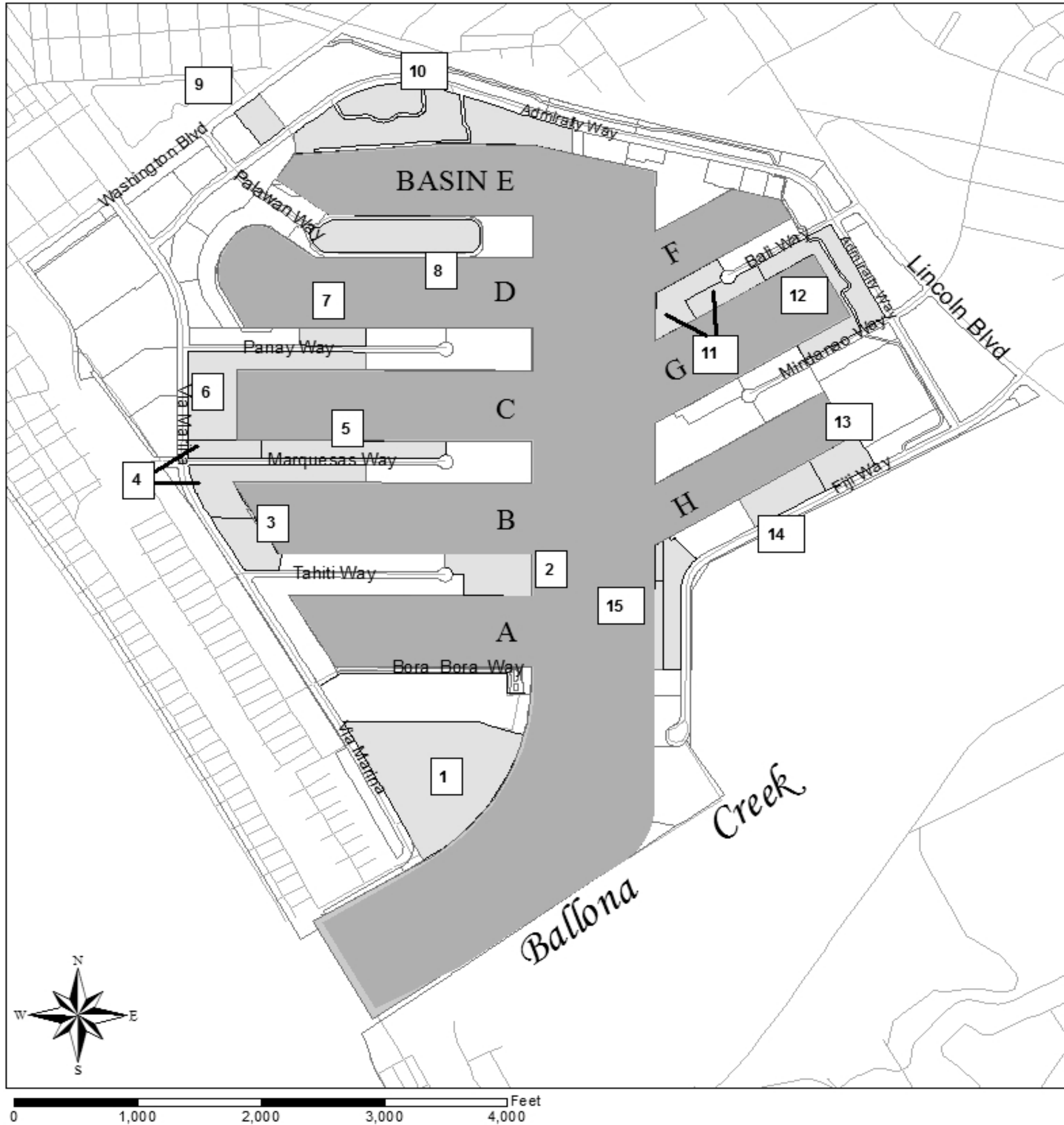
Chair Lumian adjourned the meeting at 12:12 p.m.

Marina del Rey Redevelopment Projects
Descriptions and Status of Regulatory/Proprietary Approvals
As of April 5, 2016

Map Key	Parcel No. -- Project Name/Lessee	Lessee Name/ Representative	Redevelopment Proposed	Massing and Parking	Status	Regulatory Ma
Seeking Approvals						
2	9 -- Proposed Hotel on northern portion of Parcel 9U, wetland park on southern portion.	Sam Hardage	* Revised project to be submitted as requested during 4/26/11 BOS hearing. Previously: 19-story, 225'-high, 288-room hotel (152 hotel rooms and 136 timeshare suites). *Now: Proposed dual building hotel, 6-story, 72'-high Marriott Residence Inn, and, 5-story, 61'-high Courtyard Marriott. *New promenade improvements, restaurants and amenities. * 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.	Proprietary -- Option was approved by BOS on 10/6/15. 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 a modified 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 CCC found that the appeal raised a substantial issue. The CCC then approved a revised project (permit A-5-MDR-12-161). The redesigned hotel returned to DCB in January 2014. On 1/15/14, a new dual building hotel design project obtained conceptual approval by DCB. On July 22, 2015, the Regional Planning Commission approved the hotel project. The RPC's decision was appealed to the Board of Supervisors. On 10/6/15, the BOS denied the appeal, and approved the hotel project. On January 6, 2016, the BOS' approval of the hotel project was appealed to the CCC. On January 11, 2016, three of the members of the CCC voted to have the one year time extension for the wetland park heard at a future meeting by the entire commission.	
3	10/14 (FF) -- Neptune Marina/ Legacy Partners	Tim O'Brien	* Demolish existing facilities and build 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. On December 1, 2015, the BOS agreed to extend the term of the option for up to one year. 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. LCP 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 took 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. On January 21, 2015, the final project design was approved by the Design Control Board.	
6	21 -- Holiday Harbor Courts/ Goldrich & Kest Industries	Jona Goldrich/ Frank Hickman	* 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	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	Proprietary -- Lease option documents approved by BOS July 2008. Approval of Renewal of Lease Option Agreement for up to a 66-month extension approved by BOS on 10/4/11. Lessee has extended its option (2 years) for which Lessee has paid \$30,000 under the terms of the option agreement. On March 31, 2016, the option expired. 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 10/17/11 determination and the approval was final. Final DCB approval granted on 4/18/12. Demolition began on February 10, 2014.	
9	43 -- Marina del Rey Hotel Anchorage	Jeff Pence	* Demolition of a 349-slip marina and construction of a 277-slip marina.	Massing -- Parking -- 163 Boater 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. On 8/29/13 BOS approved bifurcation of Parcels 42 and 43 into separate leaseholds, expand Parcel 43 water premises, and extend lease for 39 years at Parcel 42. Parcel 43 lessee has extended the option agreement for six months to have enough time to procure building permits from DPW. Lessee exercised its option to expand the lease term. Regulatory -- 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. Dock replacement will be phased during a 5-year period beginning in 2015.	No Variance proposed. Parking Permit for
10	44 - Pier 44/Pacific Marina Venture	Michael Pashaie/ David Taban	* Build 5 new visitor serving commercial and dry storage buildings * 91,760 s.f. visitor serving commercial space * 141 slips + 5 end ties and 57 dry storage spaces	Massing -- Four new visitor-serving commercial buildings, maximum 36' tall and one dry stack storage building, 65' 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 -- The lessee initialed a term sheet in May 2013 and initialed a revised Term Sheet on July 9, 2015. 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. DEIR filed with DRP in March 2014. The Notice of Completion and Availability for the DEIR was released on February 13, 2015. The public review period for the DEIR will last from February 13, 2015 to March 31, 2015. A hearing for the purpose of taking public testimony is scheduled before the Los Angeles County Hearing Examiner for March 4, 2015. The project was approved by the RPC on August 26, 2015. The RPC's decision was appealed to the Board of Supervisors. On November 24, 2015 the Board of Supervisors denied the appeal of the Regional Planning Commission's approval of the project, certified the Final Environmental Impact Report, and adopted associated Mitigation Monitoring and Reporting Program, Final Findings of Fact, and Statement of Overriding Considerations. On February 9, 2016, the BOS approved the project. The approval of the BOS was appealed to the CCC.	Shared Parking Agreement No Variance proposed
11	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 extension for 6 months approved on 5/14/13. An extension to the Option was approved at the 11/12/13 BOS meeting. Regulatory -- DCB review continued on March 2007, project denied 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. A CDP for the waterside portion of the project was filed with the Coastal Commission in May of 2014. The waterside portion of the project was approved by the Coastal Commission on January 9, 2015. The USACOE will hold a public meeting to hear comments about the 404 permit.	Variance for reduced setbacks and Archite that structures beat least 15 ft. from bulkhe
12	53 -- The Boatyard	Greg Schem	* New 921 s.f. ADA Restroom * New 3,916 s.f. carport with 14 garage spaces and boater storage. * Leasehold refurbishment, including new landscaping, hardscape, and waterside walkway.	Massing -- One 38' tall commercial warehouse building and 15' tall office buildings. New carport storage and office buildings will be 15' tall. Parking -- Parking proposed is 147 spaces. The code requires 134 spaces for this use.	Proprietary -- On 11/6/ 2012 the Lessee initialed a term sheet for an extension of the leasehold. Regulatory -- DCB conceptual approval obtained on 8/21/13. The Regional Planning Commission approved the project CDP and adopted the MND at the March 25, 2015 hearing. The DCB reviewed the final design of the project on October 21, 2015. The DCB requested that the applicant make some minor changes and return for final approval at the November 18, 2015 meeting. The DCB approved the final design of the project on December 16, 2015.	
13	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. Lessee reconfiguring project. The lessee provided the SCHC with project updates at the March and May 2015 meetings. Regulatory -- DCB review continued on May 2006, conceptual approval in July 2006. DRP application filed May 2007. Screen check DEIR in review. Lessee has indicated intent to submit a revised project. The Department of Regional Planning had considered a design concept, which would relocate the launch ramp to Fisherman's Village. In June 2014, Supervisor Knabe announced that moving the launch ramp would no longer be part of the visioning process.	Shared Parking Agreement Variance for reduced setbacks (side and w.
1	113 -- Mariner's Village	Michael Sondermann	* Complete leasehold refurbishment of 981 apartments * Retail space increase from 2,070 s.f. to 9,000 s.f. * New 92-slip anchorage will be constructed * New 28 foot-wide pedestrian promenade and public amenities	Massing -- Thirty existing buildings varying from 1 to 4 stories high Parking -- Existing parking structure will be expanded. Parking required is 1,556 spaces and 1,931 spaces are proposed.	Proprietary -- A term sheet was initialed 9/23/2013 to create the economic terms of a lease extension. Regulatory -- EIR Scoping meeting held on 12/10/13. NOP for EIR public review from 11/19/13 through 12/19/13. On 3/26/14, DCB denied the conceptual design proposal and asked that the applicant return for review. A new EIR scoping meeting was held on 09/16/14 in Chace Park. The revised scope includes the environmental analysis for a CDP, to cover the removal of unoccupied nests, which occurred in November 2013.	
8	147 (OT) -- Oceana Retirement Facility/ Goldrich & Kest Industries	Jona Goldrich/ Sherman Gardner	* 5-story, 114-unit senior accommodation 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. Approval of Renewal of Lease Option Agreement for up to a 66-month extension approved by BOS on 10/4/11. Lessee has extended its option (2 years) for which Lessee has paid \$30,000 under the terms of the option agreement. On March 31, 2016 the option expired. 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. The BOS approved the project on 06/12/12.	
Construction in Process						
4	13 -- Villa del Mar	David Canzoneri	* Complete leasehold refurbishment of 198 apartments * Existing 209-slip anchorage will be renovated commencing no later than 2029 * Improved pedestrian promenade and public amenities will be renovated.	Massing -- Four existing buildings up to 3 stories high Parking -- Existing open air parking and parking structure will be renovated. Total parking provided on site is 572 spaces.	Proprietary -- The Lessee initialed the term sheet 6/1/12. On 8/1/12, the Board provided instruction to proceed with negotiations for an option agreement and revised lease document based on a term sheet initialed by lessee. At the 1/8/14 meeting, the SCHC endorsed DBH's recommendation to adopt the MND and grant an option and extension of the lease term, which was heard and approved by the Board on 2/4/14. Construction commenced on December 8, 2014. Completion of construction is currently anticipated in December 2016. Regulatory -- DCB conceptual approval obtained on 8/21/13. MND public review period from 12/19/13 through 1/20/14. On 2/4/14, the BOS adopted MND. On 6/18/14, the DCB approved the final design of the renovation project.	
5	15 -- AMLI Residential	Jason Armison	* Demolish existing facilities and build 585 apartments * New 8,000 s.f. commercial space * New 241 boat slip marina * New 1,271-parking space garage	Massing -- Six buildings up to 5 stories and 70' high Parking -- All parking to be provided on site within new 1,271-space parking garage.	Proprietary -- The Board of Supervisors approved the assignment of the lease on December 17, 2013. The sale/assignment closed on 1/30/14. Construction commenced on July 1, 2014, and anticipated completion date is July 1, 2018. Regulatory -- DCB conceptual approval on 2/17/00. On 12/6/00 project obtained CDP/CUP/Parking Permit/Variance No. 98-134 from DRP. On 2/13/01 CCC determined that appeal failed to raise substantial issue. On 10/9/01 the CCC issued permit No. 5-01-0143 for 241-slip marina. Original DCB approval on 2/21/02 and 3/21/02. On 2/19/14, DCB approved final redesign of project. On June 30, 2014, demolition of the site commenced.	
7	28 -- Mariners Bay	Cathleen Hayes	* Complete leasehold refurbishment of 379 apartments * New bicycle depot for public use * Improvements to existing promenade and dock gates and public amenities * Replacement of existing docks within 6 months of completed of landside renovation	Massing -- Seven buildings up to 3 stories high Parking -- Existing subterranean parking structure contains 947 parking spaces.	Proprietary -- The lessee initialed a term sheet in August 2013. The MND for the project was adopted by the BOS at the March 24, 2015 meeting. Board also approved a future assignment to Legacy. Option was exercised and lease executed on 9/25/15. Regulatory -- DCB conceptual approval obtained on 11/20/13. On June 3, 2015, Regional Planning approved the plot plan. On July 15, 2015, the DCB approved the final design of the project.	



Project Status Report - Key Map





Caring for Your Coast


Gary Jones
Director

Kerry Silverstrom
Chief Deputy

John Kelly
Deputy Director

Brock Ladewig
Deputy Director

April 14, 2016

TO: Design Control Board
FROM:  Gary Jones, Director
SUBJECT: **AGENDA ITEM 7C – MARINA DEL REY SPECIAL EVENTS**

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 of Beaches and Harbors (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 AEROBICS CLASS

Burton Chace Park ♦ Lobby ♦ 13650 Mindanao Way ♦ Marina del Rey
Wednesdays
6:00 p.m. – 7:00 p.m.

The Department is offering FREE indoor group aerobics classes that combine rhythmic aerobic exercise with stretching and strength training routines with the goal of improving all elements of fitness. Come get in shape with an experienced instructor at beautiful Burton Chace Park. Ages 13 and up. Please RSVP by calling (310) 305-9595.

For more information: Call (310) 305-9595

MARINA DEL REY FARMERS' MARKET

Parking Lot #11 ♦ 14101 Panay Way ♦ Marina del Rey
Saturdays
9:00 a.m. – 2:00 p.m.

The Department, in collaboration with Southland Farmers' Markets Association, is offering the Marina del Rey Farmers' Market on Saturdays. 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 for 25 cents for every 10 minutes.

For more information: Call Marina del Rey Visitor Center at (310) 305-9545

FISHERMAN'S VILLAGE WEEKEND CONCERT SERIES

13755 Fiji Way ♦ Marina del Rey
Sponsored by Pacific Ocean Management, LLC
All concerts are from 1:00 p.m. – 4:00 p.m.

Saturday, April 23rd
Friends, playing R&B

Sunday, April 24th
2Azz1, playing Jazz Funk

Saturday, April 30th
Upstream, playing Caribbean/Reggae, Calypso, Soca and Steel Drum

Sunday, May 1st
Shades, playing R&B

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

BEACH SHUTTLE

Beginning May 27 through September 25, 2016
Fridays and Saturdays from 10 a.m. – 10 p.m.
Sundays and Holidays from 10 a.m. – 8 p.m.

Catch a free ride on the Beach Shuttle to and from Playa Vista, Marina del Rey and Venice, and enjoy the surf, sand and surroundings of Marina del Rey in a hassle-free and relaxing way. The Beach Shuttle operates weekends and holidays.

For more information: Call Marina del Rey Visitor Center (310) 305-9545

SUNSET SERIES SAILBOAT RACES 2016

Marina del Rey
Wednesdays
Ongoing through September 7th
5:30 p.m. – 8:00 p.m.

Spectators can enjoy these races from the comfort of one of the water-view restaurants on Wednesday evenings between 5:30 p.m. (sailboats leaving the harbor) and 8:00 p.m. (race finishes at California Yacht Club).

For more information: Call (310) 823-4567

"BEACH EATS" GOURMET FOOD TRUCKS IN MARINA DEL RAY

Marina "Mother's" Beach ♦ 4101 Admiralty Way ♦ Marina del Rey
Beginning May 5 through September 29, 2016
Thursdays
5:00 p.m. – 9:00 p.m.

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

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

BIRDWATCHING

Burton Chace Park ♦ Lobby ♦ 13650 Mindanao Way ♦ Marina del Rey
April 28 and May 26, 2016, 4:00 p.m. – 6:00 p.m.
June 23, 2016, 9:00 a.m. – 11:00 a.m.

The Department is sponsoring a FREE two-hour excursion through the Ballona Wetlands, with visits to sites of the Great Blue Heron and Black-Crowned Night Heron. You will also get to visit the shoreline habitat to observe Sandpipers, Long-Billed Curlews, Willets, and Western Snowy Plovers. Don't miss this chance to get acquainted with the lives of our feathered friends who are an integral part of our wonderfully diverse coastal ecosystem! Please bring water, snacks, binoculars, a hat, comfortable clothes and shoes with

traction. This activity is geared for adults, but may be attended by children who do not need a car seat or stroller, if accompanied by an adult. Space is limited, so please pre-register by calling (310) 322-6951.

A County van is available to pick up participants ½ hour before the program start time:

- Dockweiler Youth Center Lobby: 12505 Vista del Mar, Los Angeles, CA 90245
- Dockweiler RV Park Office: 12001 Vista del Mar, Playa del Rey, CA 90293

For more information: Call (310) 322-6951

PARTY IN THE PARK

Burton Chace Park ♦ 13650 Mindanao Way ♦ Marina del Rey
Friday, May 20, 2016 from 5:00 p.m. to 9:00 p.m.

NASA's last remaining flight-qualified external fuel tank, called ET-94, will arrive by barge in Marina del Rey on May 18th from the NASA Kennedy Space Center in Florida. The enormous orange tank is taller than a 15-story building and will be at Fisherman's Village May 18-20, before making the 13 to 18-hour trek through Los Angeles to join the Endeavor exhibit at the California Science Center.

Join the Department for an ET Comes Home "Party in the Park" celebration on May 20th in Burton Chace Park from 5:00pm – 9:00pm, where we'll have a DJ, food trucks, science exhibits, space-themed carnival games and activities for the whole family.

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

LA'S MARINAFEST BOAT SHOW

Burton Chace Park ♦ 13650 Mindanao Way ♦ Marina del Rey
Saturday, June 4, 2016 from 11:00 a.m. to 6 p.m.
Sunday, June 5, 2016 from 10:00 a.m. to 5:00 p.m.

Come celebrate Marina del Rey with an in-water boat show, boat parade, land exhibitors, classic cars, tall ships, yacht club open houses, live music, water activities, food trucks, vendors of all sorts and fun activities for children.

For more information: Visit www.marinadelreymarinafest.com

GJ:BL:te