



Caring for Your Coast

Gary Jones
Director

Kerry Silverstrom
Chief Deputy

John Kelly
Deputy Director

Brock Ladewig
Deputy Director

**SMALL CRAFT HARBOR COMMISSION
AGENDA**

**January 13, 2016
10:00 A.M.**

**BURTON W. CHACE PARK COMMUNITY ROOM
13650 MINDANAO WAY
MARINA DEL REY, CA 90292**

Audio

1. **CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

2. **APPROVAL OF MINUTES**

Small Craft Harbor Commission Meeting of November 10, 2015.

3. **COMMUNICATION FROM THE PUBLIC**

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

4. **COMMUNICATION WITH THE COMMISSIONERS**

This is the opportunity for members of the Commission to provide notification to the public regarding any communication received by the Commissioners from the public, lessees, or other interested parties regarding business of Marina del Rey.

5. **REGULAR REPORTS**

a. Marina Sheriff (DISCUSS REPORTS)

- Crime Statistics
- Enforcement of Seaworthy & Liveaboard
- Sections of the Harbor Ordinance with Liveaboard Permit Percentages

b. Marina del Rey and Beach Special Events (DISCUSS REPORT)

c. Marina Boating Section Report (VERBAL REPORT)

6. **OLD BUSINESS**

a. None

7. **NEW BUSINESS**

Parcel 44 Granting of an Option Agreement to Extend The Lease (ENDORSEMENT)

[Parcel 44 Amended and Restated Lease](#)
[Attachment: Draft EIR](#)
[Attachment: Draft EIR Appendices](#)
[Attachment: Final EIR](#)

-))) b. Parcel 53 Granting of an Option Agreement to Extend The Lease (ENDORSEMENT)

[Parcel 53 Amended and Restated Lease](#)

-))) c. Proposed 2016 Commission Meeting Schedule (APPROVAL REQUIRED)

-))) d. Election of Commission Officers (APPROVAL REQUIRED)

8.))) **STAFF REPORTS**

Ongoing Activities (DISCUSS REPORTS)

- Board Actions on Items Relating to Marina del Rey
- Regional Planning Commission's Calendar
- California Coastal Commission Calendar
- Venice Dual Force Main Project Update
- Redevelopment Project Status Report
- Design Control Board Minutes
- Marina del Rey Slip Report
- California Coastal Commission Slip Report
- Marina del Rey Tree Management

9. **ADJOURNMENT**

PLEASE NOTE

1. 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 Small Craft Harbor Commission 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.

2. The agenda will be posted on the internet and displayed at the following locations at least 72 Hours preceding the meeting date:

Department of Beaches and Harbors Website Address: <http://marinadelrey.lacounty.gov>

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

3. The entire agenda package and any meeting related writings or documents provided to a Majority of the Commissioners (Board members) after distribution of the agenda package, unless exempt from disclosure Pursuant to California Law, are available at the Department of Beaches and Harbors and at <http://marinadelrey.lacounty.gov>

Si necesita asistencia para interpretar esta informacion llame al (310) 305-9503.

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.

SMALL CRAFT HARBOR COMMISSION MINUTES

November 10, 2015

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; Carol Baker, Chief of Community and Marketing Services Division; Michael Tripp, Planning Specialist; Gloria Perez, Management Fellow

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

Chair Lumian called the meeting to order at 10:12 a.m. followed by the Pledge of Allegiance led by Deputy Barrios and read the Commission's policy on public comments.

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

Ayes: 4 – Chair Lumian, Vice Chair Alfieri, Mr. Lesser, Ms. Delgado, and Mr. Rifkin

Item 3 – Communication from the Public:

Public Comment: Patricia Younis, a representative of Pacific Ocean Management, requested the support of the Commissioners during the appeal hearing for Pier 44, which is scheduled for the Board of Supervisors (Board) meeting on November 24, 2015.

Ms. Delgado requested that staff give a brief explanation of the approval process.

Michael Tripp explained that the project did not have any plan amendments and was not required to go to the Board nor the Coastal Commission. The Regional Planning Commission could have approved the project and certified the Environmental Impact Report (EIR). The project, however, was appealed and now must be presented to the Board.

Commissioner Delgado suggested that the Small Craft Harbor Commission (Commission) send a letter of support.

Gary Jones stated that the Commission has heard updates on this project, but has not taken any official action. Additionally, Mr. Jones reported that Parcel 44 would be on a future agenda (most likely in January) for consideration of an endorsement of the lease extension option.

Chair Lumian asked if the appeal has any merit.

Mr. Jones replied that he could not speak as to the merits of the appeal but that Beaches and Harbors staff and Regional Planning staff will be available at the hearing to answer any questions the Board may have.

Chair Lumian asked if the appeal will cause a delay in the project.

Aaron Clark stated that he presented the project to the Regional Planning Commission. Mr. Clark commented that the appellant did not attend the hearing and that in his opinion the appeal is completely without merit. He added that there will also be a Coastal Commission hearing. He further commented that the appeal is causing a four- or five-month delay.

Gary Jones stated that if any of the Commissioners would like to show support and attend the Board meeting, he/she would have to do so as an individual and not as a Commissioner representing the SCHC.

Item 4 – Communication with the Commissioners

Vice Chair Alfieri announced Commissioner Vanessa Delgado is now the Councilwoman Elect for the City of Montebello.

Chair Lumian listed communication with several individuals and groups, including his attendance at a meeting with the Southern California Yachting Association.

Item 5a – Marina Sheriff

The Sheriff was conducting operations and no one was available to report on Crime or Liveboard stats at the appointed time.

Item 5b – MdR and Beach Special Events

Ms. Baker reviewed upcoming activities including:

- The Boat Parade is scheduled for December 12, 2015. There will be a synthetic ice rink at Chace Park along with snow and sledding before the parade.
- New Year's Eve activities will be held in Chace Park and will include big screens showing the ball drop in New York Times Square and a fireworks show at 9 pm.
- A Beach Wonderland event is scheduled for December 19, 2015 at Dockweiler Youth Center.

Item 5c – Marina Boating Section Report

Michael Blenk announced that on October 27, 2015 the Board approved the update for Anchorage 47 slip fees. He reported that Anchorage 47 construction is going well. He further stated that the Department of Public Health contacted DBH to advise confirmed cases of West Nile Virus in Marina del Rey. As a precaution, the Boating Section has conducted public outreach to boaters and Marina managers reminding them it will be a wet winter and to be aware that standing water can create an environmental hazard.

Item 5d - Marina del Rey Convention and Visitors Bureau (CVB)

Janet Zaldua reported on Marina del Rey hotels performances and announced that the CVB received the "Best Idea Award" by the Destination Marketing Association of the West. The award was for the "Beach Buddies" collaboration with Del Rey Beach Florida. She also reported that there will be a 1.25% hotel tax increase in 2016 and then another increase of 1.5% at a later date. As a result, the CVB will receive approximately an additional \$500,000 to promote Marina del Rey as a destination each year.

Item 6a – Old Business

None.

Item 7a – Parcel 10 and FF Modifications and Extension of Option Agreement

Don Geisinger presented the project's staff report. The \$164 million project will include: 81 affordable housing units, development of a wetland park, and construction of a transient dock. The commission is being asked to endorse the project, including environmental documents and extension options for each parcel.

Tim Mustard presented some of the architectural highlights for the project.

Aaron Clark added that the project has a serious commitment to affordability. He added that another great component of the project is the public transient anchorage, which will be right in front of the hotel. He also mentioned that they will contribute to the development of a public Wetland Park on Parcel 9. Fairwind Yacht Club will also be allowed the use of three slips. The club actively supports the Venice Boys and Girls Club.

Commissioner Rifkin asked for clarification of the Marina del Rey Affordable Housing Policy.

Mr. Geisinger stated he believed that the policy was passed by the Board in 2007 or 2008 and includes two categories, inclusionary and replacement. Replacement of units is based on a survey conducted to determine the number of existing tenants that could qualify for affordable housing. Inclusionary is based on a formula which includes the number of new units being added to the project.

Commissioner Rifkin asked if the project exceeds or meets the policy's conditions.

Aaron Clark replied that the project meets the policy.

Commissioner Rifkin asked if there was a relocation plan for existing tenants when construction begins.

Tim O'Brien stated that the lease agreement includes a six month notification and also requires them to host housing fairs.

Commissioner Lesser commented on the Marina del Rey Affordable Housing Policy.

Commissioner Delgado asked clarification of what component triggered prevailing wage?

Mr. Geisinger referred to the Board Letter and stated that apartment percentage rent in the 2008 agreement was reduced from 10.5% to 2% reflecting the rent credit of \$26.97 million for affordable housing and \$26 million for prevailing wage. He further explained the County benefits negotiated in the transaction.

Commissioner Delgado asked if there was a way that the tenants currently qualifying for affordable housing can receive priority relocation.

Mr. Geisinger replied that he believes they receive priority if they were tenants at the time the survey was conducted.

Chair Lumian asked how much the rent would be for low income in comparison to the regular rental rate.

Tim O'Brien replied that it ranges from very low to moderate. The very low rent is about \$500-\$600 and moderate can go up to \$1,400 per month. The amount can change every year and the rent is set by HUD. He added that market rent for the same unit would be about \$3,500 a month.

Chair Lumian expressed his concern about the traffic due to the construction on Via Marina and asked if the Department is coordinating the different projects to minimize the amount of traffic on the western side of Marina del Rey.

Gary Jones replied affirmatively and said that project schedules will be carefully coordinated to minimize the impact on the community. He further mentioned that it is a joint effort with the Department of Public Works.

Vice Chair Alfieri congratulated the applicant on the project. He made reference to the Lessee paying \$30,000 per parking space for 103 public parking spaces, and asked if that is rent or a one-time fee and if the County is obligated to build a parking lot.

Gary Jones replied that the one-time fee will be used by the County to construct a parking lot or structure at a later date.

Commissioner Rifkin asked if there were changes to the EIR that would require the Commissioners to recommend recertifying.

Jill Jones replied that the item is being brought to the Commission again for review because the Commission has been asked to provide an endorsement to the Board. She further commented that the Board will find the project is within the scope of the EIR that has already been certified.

Commissioner Delgado asked if there have been any changes since the original certification in 2011.

Aaron Clark replied that all the changes were envisioned at the time when it was approved. Originally, the Dual Force Main Project was initially left out but then the EIR was recirculated and approved.

Commissioner Delgado asked if the wetland park will be programed for public use.

Aaron Clark replied that it will be programed with limited uses. He pointed out that there is a promenade, a fire lane and walking path.

Chair Lumian disclosed that he was a former officer of the Fair Wind Yacht Club, which is a beneficiary of the agreement, but is no longer an officer. He asked if he needed to recuse himself.

Jill Jones answered that Chair Lumian did not have to recuse himself.

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

Michael Rodriguez and Michael Tripp provided the staff report and presentation.

Mr. Rodriguez provided an overview of boat charter operations in Marina del Rey. He explained that, originally, leases with anchorage facilities listed chartering as a prohibited use but later these leases were amended and chartering was changed to a related use, subject to the Director's approval. He further explained the process of a related use hearing and the historical practice of the policy.

Mr. Tripp gave an overview of the land use plan and categories as well as parking requirements.

Commissioner Rifkin asked what can be done to simplify the permitting process for boat charters.

Mr. Rodriguez stated that the opening of Dock 55 would make it easier because that parcel has parking available. He added that the dock should be completed in May; however, there are several issues that need to be addressed, such as operations, scheduling, and pricing. In addition, plans for Fisherman's Village must also be taken into consideration. Plans that are being considered for Fisherman's Village may displace the would-be charters at Dock 55. Furthermore, there is a possibility that Dock 55 may be incorporated into Fisherman's Village. If that becomes the case, then charter businesses may not be able to continue to operate at Dock 55. These issues need to be further reviewed and discussed.

Commissioner Rifkin asked if the Convention and Visitors Bureau is part of the process.

Mr. Rodriguez replied that they are not but the Department's Boating Section is involved.

Chair Lumian stated that at the last meeting there were two individuals that were having a hard time finding an area where they could run a charter operation and asked about the types of charters.

Mr. Tripp replied that "charter operation" covers a wide range of businesses, from large fishing boats to a person who owns a small boat and wants to take out six people. He further stated that the main issue most operators have is finding marinas that will allow chartering operations. Currently Fisherman's Village is the only place that has parking and slips available for chartering.

Chair Lumian mentioned that there are four sailing schools in Marina del Rey, including Naos Yachts, and they have stated that in their current location, they may be in violation.

Mr. Rodriguez responded that Naos Yachts is an approved sublease, and has been operating for eight years with few complaints.

Commissioner Lesser asked how many licensed charter operators are in the Marina.

Mr. Rodriguez replied that he does not know but there have been many inquiries about starting a chartering business. He further mentioned that there are a number of operators without a license and the Department is trying to find ways to bring these businesses into compliance.

Chair Lumian stated that chartering plays a big role in tourism and providing access to people who can't afford their own boats, and suggested making every effort to encourage such business to be viable and legal. He asked if the Commission or the Department can do something about the issue or is it a matter of monitoring the situation.

Gary Jones stated that the Department will help clarify to the lessees, sub-lessees and potential charter operators what is required to operate a legal charter and the Department will provide assistance to the best extent possible within its jurisdiction. In the longer terms, the Department would need to provide dedicated dock space for easy access by members of the public who wish to charter a vessel. Additionally, parking must also be taken into consideration as well as other issues such as noise restrictions during late night hours and potential conflicts with other slip tenants. Mr. Jones commented that the Department will involve the Visitors Bureau, the Lessees Association and other stakeholders in future discussions.

Gary Jones presented a list of buildings occupied by County staff. He further discussed the relocation of County offices to make way for the Boat Central project.

Commissioner Lesser stated that this subject was brought up at the last meeting because the County has a lot of valuable waterfront land. The County can use the land for income producing projects. Administrative offices should move to less valuable land space to maximize revenue to the County.

Gary Jones agreed and stated that the only facility that needs to be by the water is the boat repair facility. Mr. Jones stated that the Department plans to consolidate and relocate administrative offices and is currently searching for suitable alternatives. He further commented that the Sheriff would benefit from the Department's relocation from the current headquarters building and be able to expand, occupying space left vacant by DBH.

Item 7d – Strategic Objectives in Furtherance of Recreational Boating

Gary Jones presented the staff report. Mr. Jones provided a list of suggested actions that the Commission would like the Department to consider in furtherance of the strategic objectives that are related to recreational boating. Mr. Jones stated that items can be added and updates can be provided on a monthly basis.

Commissioner Rifkin suggested an activity led by the Chair allowing the Commissioners an opportunity to review the report in more detail and suggest additional action items. He asked if this would be a violation of the Brown Act.

Jill Jones stated that the Commissioners cannot have serial meetings or serial communications.

Commissioner Rifkin stated that he would like the chance for each Commissioner to make a list of suggestions and bring it back to the Commission for discussion as a whole.

Jill Jones stated that everyone can bring back their suggestions and discuss it at the next meeting.

Gary Jones stated that staff will incorporate the suggestions as the Department receives them. The list of suggested items would be included in the meeting packet. He added that this issue will be an item on the next meeting agenda for discussion.

Chair Lumian also suggested obtaining the public's input and suggested having an evening meeting in February. He requested that the evening meeting should be well publicized. He further suggested inviting representatives of different groups throughout the Marina to make presentations about their activities and provide input.

Item 8 – Staff Reports

Gary Jones provided the staff reports on ongoing activities.

Chair Lumian thanked staff for being responsive to the various agenda items.

Adjournment

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



LOS ANGELES COUNTY SHERIFF'S DEPARTMENT

MARINA DEL REY STATION

PART I CRIMES NOVEMBER 2015



	West Marina 2760	East Marina 2761	Lost R.D. 2762	Marina Water 2763	Upper Ladera 2764	County Area 2765	Lower Ladera 2766	Windsor Hills 2767	View Park 2768	Parks 2791	TOTALS
Homicide											0
Rape											0
Robbery: Weapon											0
Robbery: Strong-Arm											0
Aggravated Assault	3										3
Burglary: Residence					2		3	3	3		11
Burglary: Other Structure	2										2
Grand Theft	4	2					3	2			11
Grand Theft Auto	4						3	2			9
Arson											0
Boat Theft											0
Vehicle Burglary	4					1	3	1	6		15
Boat Burglary											0
Petty Theft	6	3		2			4	3	6		24
REPORTING DISTRICTS TOTALS	23	5	0	2	2	1	16	11	15	0	75

Note- The above numbers may change due to late reports and adjustments to previously reported crimes.

Source- LARCIS, **Date Prepared** December 03, 2015
CRIME INFORMATION REPORT - OPTION 5A

LOS ANGELES COUNTY SHERIFF'S DEPARTMENT

MARINA DEL REY STATION

PART 2 CRIMES - NOVEMBER 2015



Community Advisory Committee	Upper Ladera 2764	Lower Ladera 2766
Homicide		
Rape		
Robbery: Weapon		
Robbery: Strong-Arm		
Aggravated Assault		
Burglary: Residence	2	3
Burglary: Other Structure		
Grand Theft		3
Grand Theft Auto		3
Arson		
Boat Theft		
Vehicle Burglary		3
Boat Burglary		
Petty Theft		4
Total	2	16

Note- The above numbers may change due to late reports and adjustments to previously reported crimes.

Source- LARCIS, **Date Prepared** December 03, 2015
CRIME INFORMATION REPORT - OPTION 5A

LOS ANGELES COUNTY SHERIFF'S DEPARTMENT

MARINA DEL REY STATION

PART 3 CRIMES- NOVEMBER 2015



	MARINA AREA (RD'S 2760- 2763)	EAST END (RD'S 2764- 2768)
Part I Crimes		
Homicide		
Rape		
Robbery: Weapon		
Robbery: Strong-Arm		
Aggravated Assault	3	
Burglary: Residence		11
Burglary: Other Structure	2	
Grand Theft	6	5
Grand Theft Auto	4	5
Arson		
Boat Theft		
Vehicle Burglary	4	11
Boat Burglary		
Petty Theft	11	13
Total	30	45

Note- The above numbers may change due to late reports and adjustments to previously reported crimes.

Source- LARCIS, **Date Prepared –** December 03, 2015
CRIME INFORMATION REPORT - OPTION 5A



MARINA DEL REY HARBOR LIVEABOARD COMPLIANCE REPORT 2015



Liveaboard Permits Issued

	November	December
New permits Issued:	8	2
Renewal Issued:	11	15
<hr/>		
Total:	19	17
Notices to Comply Issued:	17	16

Totals:	November	December
<hr/>		
Liveaboard:	303	302
Current Permits:	270	271
Expired Permits:	28	25
No Permits:	5	6

Total reported vessels in Marina del Rey Harbor:

3931

Percentage of vessels that are registered liveaboards

7.68%

Number of currently impounded vessel:

10



Caring for Your Coast

Gary Jones
Director

Kerry Silverstrom
Chief Deputy

John Kelly
Deputy Director

Brock Ladewig
Deputy Director

January 7, 2016

TO: Small Craft Harbor Commission

FROM: 
Gary Jones, Director

SUBJECT: **AGENDA ITEM 5B – 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 Visitors 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, January 16th
Brasil Brazil, playing Samba/Bossa

Sunday, January 17th
Susie Hansen Latin Band, playing Latin Jazz

Saturday, January 23rd
Friends, playing R&B

Sunday, January 24th
2Azz1, playing Jazz Funk

Saturday, January 30th
Upstream, playing Reggae

Sunday, January 31th
Shades, playing R&B

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

LOS ANGELES BOAT SHOW (IN THE WATER PORTION)

Burton Chace Park ♦ 13650 Mindanao Way ♦ Marina del Rey
February 25 – 26, 2016, 12:00 p.m. – 5:00 p.m.
February 27 – 28, 2016, 10:00 a.m. – 5:00 p.m.
Adults: \$12 (16 & older)
Kids: Free (15 & younger)
Active Military: Free with Military ID

The Los Angeles Boat Show is the ultimate destination for boating and outdoor lifestyle enthusiasts, featuring sport fishing vessels, brokerage yachts, performance boats, sailboats, ski boats, cruisers, jet skis, pontoons, motorboats, catamarans, cabin cruisers, inflatables, canoes, kayaks, Stand Up Paddleboards and more. With the addition of the in-water portion of the show at Burton Chace Park in Marina del Rey, visitors can also find super-sized new and brokerage yachts — both power and sail — available for on-board tours and cruising “test drives.” Complimentary round trip shuttle transportation will be available to and from the LA Convention Center and Marina del Rey.

For more information: Visit www.losangelesboatshow.com

HOUSEHOLD HAZARDOUS WASTE AND E-WASTE ROUNDUP

Dock 52 Parking Lot ♦ 13483 Fiji Way ♦ Marina del Rey

Saturday, February 20, 2016

9:00 a.m. – 3:00 p.m.

The County of Los Angeles Department of Public Works and the Sanitation Districts of Los Angeles are sponsoring the annual Household Hazardous Waste and E-Waste Roundup for the proper disposal of environmentally harmful household substances and electronic waste.

For more information: Call Sanitation Districts of Los Angeles County at (800) 238-0173 or visit their website at www.lacsd.org

2016 POLAR PLUNGE

Marina “Mother’s” Beach ♦ 4101 Admiralty Way ♦ Marina del Rey

Saturday, February 27, 2016

9:00 a.m. – 1:00 p.m.

Participate in the Polar Plunge to benefit Special Olympics Southern California athletes. Brave men, women and children will take the plunge to raise money, win awards, and have a good time. Registration begins at 8:00 a.m.

For more information: Call Brandon Tanner at (562) 502-1041, email at btanner@sosc.org, or visit www.sosc.org/laplunge

GJ:CB:rc



Caring for Your Coast

Gary Jones
Director

Kerry Silverstrom
Chief Deputy

John Kelly
Deputy Director

Brock Ladewig
Deputy Director

January 7, 2016

TO: Small Craft Harbor Commission

FROM: 
Gary Jones, Director

SUBJECT: ITEM 7a - APPROVAL TO GRANT OPTION TO AMEND LEASE AGREEMENT- PARCEL 44 (PIER 44) – MARINA DEL REY

Item 7a pertains to a request for the Board of Supervisors' to approve granting an option to extend the term of the existing Parcel 44 lease for an additional 39 years to facilitate redevelopment of the parcel and consideration of a previously certified Final Environmental Impact Report (FEIR). In conjunction with the request to grant the option, the Department is requesting that the Board approve, and authorize the Chair to sign, a new Amended and Restated Lease for Parcel 44 upon satisfaction of the option conditions.

Your Commission's endorsement of the recommendations in the attached draft Board Letter is requested. Staff will inform your Commission should there be any material change made to this draft prior to submitting it to the Board for approval.

The recommended actions will further implement the County policies that facilitate the proactive redevelopment of the parcels, which supports the County's strategy to achieve fiscal sustainability (Strategic Plan Goal No. 1, Strategy No.1).

GJ:BL:dlg

Attachments

Parcel 44

Proposed Option for Lease Extension

Admiralty Way & Mindanao Way

Small Craft Harbor Commission
January 13, 2016



Caring for Your Coast



Endorsement Request

Endorse the Director's recommendation that the Board of Supervisors:

1. Adopt the FEIR and Mitigation Monitoring and Reporting Program and associated CEQA Findings of Fact regarding the Addendum.
2. Approve the award of an option agreement to extend the term of the current Parcel 44 ground lease by 39 years.



Project Description

- Demolish existing landside facilities and docks
- Construct:
 - NEW LANDSIDE FACILITIES
 - Trader Joe's
 - West Marine
 - Additional retail
 - Dry dock storage
 - Yacht club
 - Boat repair shop
 - Restaurant
 - NEW MARINA



Major Deal Points

- \$100,000 Option Fee
- 39-Year Extension
- Minimum Rent
- Percentage Rent
- Percentage Rent Offset
- County participation in sale/refinancing
- Sinking funds



Financial Impact

- \$100,000 Option Fee
- \$15,000 Monthly Rent (Construction Period)
- \$445,000 Annual Rent (First Lease Year)
- \$1,062,000 Annual Rent after stabilization and exhaustion of Percentage Rent Offset (projected 2021)

[Annual Rent for FY2014-2015 was \$504,000]



Project Milestones

- Applicant initialed term sheet 12/23/13
- DCB approval of project 01/22/14
- EIR
 - Circulated 02/13/15
 - Certified 11/24/15
- SCHC meeting 01/13/16
- Scheduled BOS TBD



Recommendation

Endorse the project and
recommend it to the
Board of Supervisors.

- Positive financial benefit to Los Angeles County (rental revenue, property tax, and job creation)
- Public Benefits include new promenade, realignment of the bike path, dinghy docks, and transient docks



_____, 2016

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Supervisors:

**APPROVAL OF OPTION FOR AMENDED AND RESTATED LEASE
TO FACILITATE REDEVELOPMENT –
PARCEL 44 (Pier 44) - MARINA DEL REY**

**(FOURTH DISTRICT)
(4 VOTES)**

SUBJECT

Request for approval of an option agreement for an amended and restated lease to extend the term of the existing Parcel 44 lease, for the redevelopment of the existing parcel and consideration of a previously certified Final Environmental Impact Report (FEIR). Exercise of the option is contingent upon Lessee's receipt of entitlements and fulfillment of other conditions required therein.

IT IS RECOMMENDED THAT YOUR BOARD:

1. Pursuant to the California Environmental Quality Act (CEQA), consider the certified FEIR for the Parcel 44 project; find that the certified FEIR reflects the independent judgment and analysis of the Board; find that the Mitigation Monitoring and Reporting Program is adequately designed to ensure compliance with the mitigation measures during project implementation and adopt the Mitigation Monitoring and Reporting Program and the associated CEQA Findings of Fact.
2. Approve and authorize the Chair of the Board to sign the Option to Amend Lease Agreement in substantially the form attached as Attachment A ("Option Agreement") for the Amended and Restated Lease Agreement, granting to the lessee, upon fulfillment of stated conditions, the right to extend the term of its existing ground lease on Parcel 44 by 39 years.
3. Approve and authorize the Mayor of the Board (or the Chair, as applicable) to execute, upon confirmation by the Director of the Department of Beaches and Harbors ("Department") that the lessee has fulfilled the option conditions, three copies of each of the following: (a) Amended and Restated Lease in substantially similar form to Exhibit A attached to the Option Agreement; and (b) a

Memorandum of Lease as referenced in the Amended and Restated Lease Agreement, in form approved by County Counsel and County's outside counsel.

4. Authorize the Director of the Department to execute and deliver such other ancillary documentation, including without limitation a ground lease estoppel certificate and consent to assignment of the Option Agreement and existing lease to affiliated ownership, as is acceptable to the Director in connection with the Option Agreement and the development of the parcel.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

Background

On December 3, 1998, the leasehold interests in Parcels 44 and 77 were assigned to Pacific Marina Venture, LLC, a Delaware limited liability company, at which time its members consisted of Pacific Marina Venture Partner, LLC, a Delaware limited liability company wholly owned by CS First Boston Mortgage Capital, LLC, and Pacific Marina Properties, LLC, a Delaware limited liability company equally owned by Michael Pashaie and David Taban, each owning 50% membership in Pacific Marina Properties, LLC. On March 4, 2003, your Board approved an assignment of all interests in Pacific Marina Venture Partner, LLC, to Pacific Marina Properties, LLC, to consolidate ownership. Pacific Marina Venture, LLC, is the current Lessee.

More recently, Lessee entered into negotiations with the Department of Beaches and Harbors on behalf of the County of Los Angeles to extend the Parcel 44 lease for 39 years from its current March 31, 2023, expiration date to March 31, 2062.

Upon exercise of the extension option, Lessee must demolish the existing landside facilities and marina and replace them with the following: (a) new landside facilities including: (i) open dry boat storage racks; (ii) a yacht club and adjoining boat repair shop; (iii) a specialty market; (iv) one two-story building with a marine supply on the first floor and other uses, such as a boater laundry, boat brokers, boater facilities, marina administration office, and a community room located on the second floor; (v) additional retail space; (vi) restaurant space; (vii) stand-alone boater bathrooms; (viii) a renovated parking lot and new surface parking spaces; (ix) additional onsite and offsite improvements, including the realignment of the bike path; and (b) a new marina. The total cost (limited to hard construction costs) of the redevelopment shall not be less than \$23 million (in 2012 US dollars).

Lessee will pay an option fee of \$100,000 upon grant of the Option. In consideration of Lessee's completion of certain public improvements not required by governmental regulation, Lessee shall be entitled to offset \$600,000 of such costs against one-half of the amount by which the percentage rent exceeds minimum rent (\$445,000 during the

first 12 months following the completion of the redevelopment work, increased by 3% per year) for each year until the offset is fully applied.

Summary of Lease Terms (capitalized terms are defined in the draft Amended and Restated Lease Agreement):

Current Lease Expiration Date: March 31, 2023.

Extended Lease Expiration Date (if Option is exercised): March 31, 2062.

Scope of Work: Demolition of existing landside facilities (14,724 square feet) and existing docks. Construction of:

1. New landside facilities (approximately 82,652 sf) including:
 - a. Specialty market (approximately 13,635 sf);
 - b. Marine supply store (2-story building approximately 42,970 sf, with a 25,000-square-foot marine supply store on the first floor and, among other amenities, boat brokers, boating facilities, and a community room on the second floor);
 - c. Dry dock storage facilities (accommodating approximately 56 boats);
 - d. A yacht club (approximately 1,150 sf) with adjoining repair shop (approximately 700 sf);
 - e. Additional retail space (approximately 13,530 sf);
 - f. Restaurant space (approximately 10,645 sf); and
 - g. Three boater bathrooms (approximately 386 sf each, totaling 1,158 sf); and
 - a. Building I (Boater Bathrooms) 386 sf.
 - b. Building II (Specialty Market) 13,625 sf.
 - c. Building III (Boater Bathrooms) 386 sf.
 - d. Building IV (2-story retail/office) 43,792 sf.
 - e. Building V (1-story retail/restaurant) 6,340 sf.
 - f. Building VI (2-story restaurant/retail) 15,887 sf.
 - g. Building VII (Boater Bathrooms) 386 sf.
 - h. Building VIII (2-story yacht club/boat repair facility) 1,850 sf.
2. A new marina with approximately 141 slips and 5 end-ties; and
3. Various on-site and off-site improvements required by governmental agencies.

Development Costs: Hard Costs only not less than \$23,000,000 (2012 US dollars).

Option Fee: \$100,000.

Minimum Rent:

1. Construction Period: Higher of Percentage Rent and \$15,000 per month.
2. Upon Completion of Construction: \$445,000 per year, increased by 3% per year until Percentage Rent Offset is fully applied.
3. Post Percentage Rent Offset Payment: Adjusted every 3 years to 75% of the preceding 3 years.

Percentage Rent: Standard, except retail and boat broker's percentage rent will be 16% of what Lessee collects from such sublessees, so as to streamline collection and audit expenses of tracking sublessees' revenues.

Percentage Rent Offset: \$600,000 against one-half of the amount by which the Percentage Rent exceeds the Minimum Rent for each year. Minimum Rent is adjusted annually until Percentage Rent Offset is fully applied, then every three years, as stated under "Minimum Rent," above.

Capital Improvement Funds: Landside and waterside capital improvement funds to be funded monthly, starting upon exercise of the Option.

Renovation Fund: Annual funding of 1.5% of gross sales from landside improvements to commence in the 6th year following the substantial completion of the Redevelopment Work or the Required Completion Date for repositioning and renovation of improvements between the 23rd and 27th years following substantial completion.

Participation in Sales/Refinancing Proceeds:

1. Sales: Greater of: (a) 20% of Net Proceeds; or (b) the lesser of: (i) 5% of Gross Proceeds; or (ii) 100% of the Net Proceeds.
2. Refinancings: 20% of net loan proceeds not invested or re-invested in leasehold.

Parking: All required parking will be provided on site.

Upon stabilization of rent and the full application of the Percentage Rent Offset (projected in 2021), County rents are projected to be \$1,062,000 per year under the Lessee's

proposed redevelopment plan -- an increase of \$548,000 per year over rents received from the parcel in Fiscal Year 2014-2015 (i.e., \$504,000).

The Department of Regional Planning has prepared an Initial Study for the proposed project in compliance with the California Environmental Quality Act (CEQA) and, along with the Department, recommends your Board's adoption of the Final Environmental Impact Report (Attachment B). If adopted, Lessee must thereafter obtain all regulatory approvals and exercise the option to extend the lease term (Option) within 12 months following grant of the Option; however, if the Lessee is delayed in satisfying the conditions to the exercise of the Option despite its diligent efforts, and with respect to only the second 6-month extension, and if Lessee has then paid the County an additional option fee of \$66,000 prior to the end of the first extension period, then the Director of Beaches and Harbors may in his discretion grant up to two 6-month extensions for Lessee to obtain the regulatory approvals and exercise the Option.

The Department has obtained an appraisal confirming that the returns to the County from the lease extension for Parcel 44, are equivalent to, or greater than, fair market value.

Implementation of Strategic Plan Goals

The recommended actions will continue implementation of the County policies that facilitated proactive redevelopment of the parcel, which assists the County to achieve fiscal sustainability (Strategic Plan Goal No. 1, Strategy No.1).

FISCAL IMPACT/FINANCING

The draft Amended and Restated Lease Agreement for the redevelopment of Parcel 44 reflects the County's current market rate percentage rents for all relevant categories, except retail and boat broker's percentage rent is now 16% of what Lessee collects from its sublessees, so as to streamline collection and audit expenses of tracking sublessees' revenues.

The County will receive the following fiscal benefits:

Option Fee

Lessee will pay a non-refundable fee of \$100,000 for the Option, due upon execution of the Option Agreement.

OPERATING BUDGET IMPACT

Upon your Board's approval of the Option, the Department's operating budget will receive a one-time \$100,000 option fee. This revenue will be accounted for as Fiscal Year 2015-

16 one-time over-realized revenues, as it was not included in the FY 2015-16 Final Adopted Budget.

Costs of the consultants involved in the negotiation and development of the Option Agreement and the Amended and Restated Lease Agreement are being reimbursed by the Lessee on an ongoing basis.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

The term of the existing lease for Parcel 44 is currently scheduled to expire on March 31, 2023.

The current improvements on Parcel 44 consist of approximately 14,726 square feet of landside facilities, and a marina of 232 slips and seven end ties. Parcel 44 contains approximately 7.932 acres of land and 4.782 acres of water area. The parcel is bordered by Catalina Yacht Anchorage (Parcel 41) and Public Parking Lot #5 (Parcel UR) to the north; the Marina Towers (Parcel 76) to the east; Public Parking Lot #4 and the launch ramp (Parcels 49M and 49R) to the south; and Basin G and Chace Park to the west.

Entering into leases of the County's Marina del Rey real property is authorized by Government Code sections 25536 and 25907. The lease terms are in conformance with the maximum 99-year period authorized by California law.

At its meeting of January 13, 2016, the Small Craft Harbor Commission _____ the recommendation to approve the Option Agreement for Parcel 44 in the form attached. County Counsel has approved the documents as to form.

ENVIRONMENTAL DOCUMENTATION

An Environmental Impact Report (EIR) was prepared for the project in accordance with the California Environmental Quality Act (Code Section 21000, et seq.), the State CEQA Guidelines, and the County's Environmental Document Reporting Procedures and Guidelines. The EIR concludes that after implementation of the identified mitigation measures, the project would result in significant adverse impacts to the environment related to traffic and access, noise, and solid waste. A Statement of Overriding Considerations was also prepared, which identifies benefits from the project which outweigh the identified adverse impacts.

On August 26, 2015, the Regional Planning Commission (Commission) certified the Final EIR (FEIR), and approved the Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program (MMRP) for the project. On September 8, 2015, the Commission's decision was appealed. On November 24, 2015, your Board denied the appeal and approved the project. There have been no substantial changes to the

approved project since the adoption of the MMRP and certification of the FEIR. The recommended actions do not raise any new or substantive environmental impacts.

The location of the documents and other materials constituting the record of the proceedings upon which your Board's decision will be based in this matter is the County of Los Angeles Department of Regional Planning, 320 West Temple Street, Los Angeles, California 90012. The custodian of such documents and materials is the County of Los Angeles Department of Regional Planning.

CONTRACTING PROCESS

Lessee acquired the leasehold interest through an assignment on December 3, 1998. Lessee subsequently entered into negotiations with the Department to extend the lease term for Parcel 44. Upon Lessee's demonstration that it has satisfied the conditions for exercise of the Option, including the receipt of all discretionary planning and zoning land use entitlements and approvals required to be obtained from governmental authorities for construction of the development project associated with that Option, the Department will present to the Executive Officer the final confirmation that the conditions for exercise contained in the Option Agreement have been satisfied and will request execution of the Amended and Restated Lease Agreement for Parcel 44 in a form substantially similar to Exhibit A attached to the Option.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

There is no impact on other current services or projects.

CONCLUSION

It is requested that the Executive Officer, Board of Supervisors send two original copies of the executed Option Agreement and an adopted Board Letter to the Department. Should you have any questions please contact Don Geisinger at (310) 305-9506 or dgeisinger@bh.lacounty.gov.

Respectfully submitted,

Gary Jones

GJ:BL:dlg

Attachment

c: Chief Executive Officer
Executive Officer, Board of Supervisors
County Counsel

DRAFT



Caring for Your Coast

Gary Jones
Director

Kerry Silverstrom
Chief Deputy

John Kelly
Deputy Director

Brock Ladewig
Deputy Director

January 7, 2016

TO: Small Craft Harbor Commission

FROM: 
Gary Jones, Director

SUBJECT: ITEM 7b – ENDORSEMENT OF APPROVAL TO GRANT AN OPTION TO AMEND LEASE AGREEMENT TO FACILITATE REDEVELOPMENT – PARCEL 53 (The BoatYard) – MARINA DEL REY

Item 7b is a request for your Commission to endorse Board approval to grant an option to extend the term of the existing lease for Parcel 53 for an additional 39 years. In conjunction with the request to grant the Option, we are requesting that the Board approve and authorize the Chair to sign the new Amended and Restated Lease, upon satisfaction of the option conditions.

Your Commission's endorsement of the recommendations in the draft Board Letter attached is requested. Staff will inform your Commission should there be any material change made to this draft prior to submitting it to the Board of Supervisors for approval.

The recommended actions will further implement the County policies that facilitate the proactive redevelopment of the parcels, which supports the County's strategy to achieve fiscal sustainability (Strategic Plan Goal No. 1, Strategy No.1) and service excellence (Strategic Plan Goal No. 4).

GJ:BL:dlg

Attachments

Parcel 53

Proposed Option for Lease Extension

The BoatYard - 13555 Fiji Way

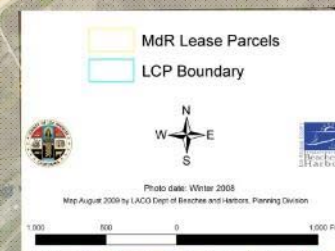
Small Craft Harbor Commission
January 13, 2016



Caring for Your Coast



Parcel 53



Caring for Your Coast

Endorsement Request

Endorse the Director's recommendation that the Board of Supervisors:

1. Adopt the Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program and associated CEQA Findings of Fact.
2. Approve the award of an option agreement to extend the term of the current Parcel 53 ground lease by 39 years.



Project Description

- Demolish and replace existing docks
- Replace 2 restroom buildings with a larger facility
- Travel lift ways widened
- Add a 75-100 ton travel lift
- Public promenade
- Landscaping, fencing, parking lot, new signage, replace concrete areas in yard



Major Deal Points

- \$100,000 Option Fee
- 39-Year Extension
- Minimum Rent
- Percentage Rent
- County participation in sale/refinancing
- Sinking funds



Financial Impact

- \$100,000 Option Fee
- \$264,984 annual Minimum Rent for 10 years
- \$408,256 annual rent after stabilization (projected 2020)

[\$342,651 rent received in FY2014-2015]



Project Milestones

- Applicant initialed term sheet 11/01/12
- DCB approval of project 12/16/15
- Negative Mitigated Declaration
 - Circulated 02/21/15
 - Certified 03/25/15
- SCHC meeting 01/13/16
- Scheduled BOS TBD



Recommendation

Endorse the project and
recommend it to the
Board of Supervisors



_____, 2016

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Supervisors:

**DEPARTMENT OF BEACHES AND HARBORS: APPROVAL OF OPTION TO
AMEND LEASE AGREEMENT TO FACILITATE REDEVELOPMENT – (Parcel 53 at
13555 Fiji Way) –
MARINA DEL REY
(4th DISTRICT)
(4 VOTES)**

SUBJECT

Request for approval of granting an option to extend the term of the existing Parcel 53 lease for the renovation of the boatyard and the complete redevelopment of the marina with 101 slips and 5 end ties. Exercise of the option is contingent upon Lessee's receipt of entitlements and fulfillment of other conditions required therein.

IT IS RECOMMENDED THAT YOUR BOARD:

1. Consider the Mitigated Negative Declaration for the Parcel 53 lease extension and renovation project together with any comments received during the public review period; find that the Mitigated Negative Declaration reflects the independent judgment and analysis of the Board; find that the Mitigation Monitoring and Reporting Program (MMRP) is adequately designed to ensure compliance with the mitigation measures during project implementation; find on the basis of the whole record before the Board that there is no substantial evidence the project will have a significant effect on the environment; adopt the MMRP; and adopt the Mitigated Negative Declaration.
2. Approve and authorize the Chair of the Board to sign the Option to Amend Lease Agreement in substantially the form attached as Attachment A (Option Agreement) for the Amended and Restated Lease Agreement, granting to the lessee, upon fulfillment of stated conditions, the right to extend the term of its existing ground lease on Parcel 53 by 39 years.
3. Approve and authorize the Chair of the Board to execute, upon confirmation by the Director of the Department of Beaches and Harbors (Department) that the lessee has fulfilled the option conditions, three copies of each of the following: (a)

Amended and Restated Lease in substantially similar form to Exhibit A attached to the Option Agreement; and (b) a Memorandum of Lease as referenced in the Amended and Restated Lease Agreement, in form approved by County Counsel and County's outside counsel.

4. Authorize the Director of the Department to execute and deliver other ancillary documentation, including without limitation a ground lease estoppel certificate and consent to lease assignment to an affiliated entity, as required to facilitate the financing of the redevelopment work under the Amended and Restated Lease Agreement.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

On September 13, 1999, your Board approved the assignment of the Parcel 53 lease to Harbor Real Estate Limited Partnership, a Delaware limited partnership (Lessee). More recently, Lessee entered into negotiations with the County to extend the lease for 39 years, from its current February 28, 2022, expiration date to February 28, 2061.

The proposed extension of the current lease would ensure the continued availability of a boat repair operation in Marina del Rey and allow for a redevelopment and renovation of the parcel that would result in an enhanced level of visitor-serving facilities, including a larger, more modern haul out facility.

Lessee will also pay an option fee of \$100,000 upon grant of the Option.

Upon exercise of the extension option, Lessee is required to spend no less than \$7.5 million for the entire project (Landside Improvements and Waterside Improvements). Lessee will commence construction of the Landside Improvements within 12 months after the effective date of the amended and restated lease (Effective Date) and commence construction of the Waterside Improvements within 18 months after the Effective Date. All of the redevelopment work will be substantially completed (Completion Date) on or before 36 months after the Effective Date (Required Completion Date).

Lessee will have the right to extend the construction commencement date for both the Landside Improvements and the Waterside Improvements for two six (6)-month periods each. Lessee will pay \$15,000 for the first extension and \$25,000 for the second extension. Lessee will have the right to extend the Completion Date for two six (6)-month periods for both the Landside Improvements and the Waterside Improvements, paying \$25,000 for the first extension and \$35,000 for the second extension.

The following chart details the proposed terms of the 39-year lease extension for Parcel 53, as they relate to your Board's existing lease extension policy:

<i>BOARD POLICY ITEM</i>	<i>TERMS</i>
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<p>REDEVELOPMENT</p>	<ul style="list-style-type: none"> • <u>The Redevelopment Work</u> shall consist of the following <ul style="list-style-type: none"> (a) <u>Waterside Improvements</u>: <ul style="list-style-type: none"> (i) demolition and replacement of existing dock structures to result in 101 newly-renovated slips; (ii) replacement of two restroom buildings with a single larger facility to include enclosed laundry rooms, heated washrooms, private lockers, and showers; (iii) travel lift ways to be widened to accommodate larger vessels and an additional 75-100 ton travel lift; and (iv) replacement of engineer specified concrete areas in yard to accommodate higher loads produced by larger travel lift. (b) <u>Landside Improvements</u>: <ul style="list-style-type: none"> (i) creation of a public promenade along the Fiji Way frontage of the width set forth in the approved Final Plans and Specifications; (ii) upgraded landscaping; (iii) addition of fencing and partitions between the slips and yard areas; (iv) pave and re-stripe parking areas; and (v) installation of new signage on existing pylon along Fiji Way. • Minimum Development Cost of not less than \$7.5 million. • Commencing with the month following the month during which the earliest of the date of the substantial completion of the Landside Improvements, the date of the substantial completion of the Waterside Improvements, or the Required Completion Date occurs, and continuing during the remaining Term of the Lease, a Capital Improvement Fund to be funded monthly by Lessee in the amount of 0.5% of Lessee's total gross revenues derived from the leasehold will be maintained. The Capital Improvement Fund must be fully expended for Permitted Capital Expenditures by 5 years prior to the expiration date of the lease. All Permitted Capital Expenditures are subject to prior approval by the Director, not to be unreasonably withheld. • Commencing with the month during which the first (1st) anniversary of the earlier of the Completion Date or the Required Completion Date occurs, and continuing each month thereafter until the completion of the Subsequent Renovation, a Subsequent Renovation Fund to be funded monthly by Lessee in the amount of 0.25% of Lessee's total gross revenues derived from the leasehold, will be maintained. The completion of the Subsequent Renovation must commence not earlier than January 1, 2035 and be completed not later than December 31, 2039. The Renovation Fund must be fully expended to physically reposition the
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	project to then current market requirements. All Renovation Fund expenditures are subject to prior approval by the Director, not to be unreasonably withheld.
EXTENSION/LEASE TERM	<ul style="list-style-type: none"> • Option to extend lease term by 39 years, from 2/28/2022 to 2/28/2061. • Option fee of \$100,000, payable immediately prior to Board approval of the option. The option fee payment is non-refundable.
EXTENSION FEE	<ul style="list-style-type: none"> • Extension fee of \$100,000, provided that the option fee is credited against and satisfies the extension fee.
MARKET RATE RENTS	<ul style="list-style-type: none"> • Minimum Rent: • During the period from the Effective Date through the earlier of the Completion Date or the Required Completion Date, the Annual Minimum Rent shall be Two Hundred Sixty-Four Thousand Nine Hundred Eighty-Four Dollars (\$264,984.00) per year. • For the period commencing on the earlier of the Completion Date or the Required Completion Date and continuing until the last day of first February that is at least 3 years thereafter, the Annual Minimum Rent per year shall be the greater of (a) Two Hundred Sixty-Four Thousand Nine Hundred Eighty-Four Dollars (\$264,984.00) per year; or (b) seventy-five percent (75%) of the annual average total of the annual square foot rental payable under Section 12 of the Existing Lease and the annual percentage rental payable under Section 13 of the Existing Lease, for the five (5) full Lease Years preceding the Effective Date. • Effective every three (3) years after the period described in the paragraph directly above, and thereafter effective each third (3rd), sixth (6th) and ninth (9th) anniversaries of each Renegotiation Date, the Annual Minimum Rent shall be adjusted to the greater of (a) the amount equal to seventy five percent (75%) of the average total Annual Minimum Rent and Percentage Rent payable by Lessee during the five (5) Lease Years immediately preceding the Adjustment Date; or (b) the Annual Minimum Rent in effect for the period immediately preceding the Adjustment Period. • Percentage rents: Boat Slips: 25% of gross receipts. Dry Storage: 10% of gross receipts Boat Brokers, Dealers, and Repair Businesses: 16% of all revenues received by Lessee from sublessees including any pass through expenses. Parking: 20% of gross receipts. Cable/internet/satellite/telecommunications: 5% of gross receipts/20% of commissions from operator

	<p>Charter boat, bareboat charters and sportsfishing boats: 6% of gross receipts/20% of commissions from operator</p> <p>Restaurant: 3% of gross sales</p> <p>Telephone/vending: 5% of gross receipts/ 25% commissions from operator</p> <p>Sale of Gasoline: 6% of gross receipts</p> <p>Sightseeing boats, touring boats, water taxis: 5% of gross receipts</p> <p>Boat yard repairs: 4% of gross receipts</p> <p>Hauling, launching: 4% of gross receipts</p> <p>Ship chandlery sales (retail); 2%</p> <p>Ship chandlery sales (wholesale): 1%</p> <p>Misc.: 5.0% of gross receipts.</p> <ul style="list-style-type: none"> Renegotiation of Annual Minimum and Percentage Rents. Effective as of the first March 1 that follows the tenth (10th) anniversary of the Effective Date, and each ten (10) years thereafter the Annual Minimum Rent and Percentage Rent shall be readjusted to the Fair Market Rental Value of the Premises.
PARTICIPATION IN SALE AND REFINANCE	<ul style="list-style-type: none"> Sale Participation: Greater of 5% of the Gross Proceeds or 20% of Net Proceeds upon assignment or other direct or indirect transfer of leasehold (but not more than actual Net Proceeds). Refinance Participation: 20% of net loan proceeds not invested or reinvested in leasehold.
COUNTY ADMIN. COSTS	<ul style="list-style-type: none"> Lessee agrees to reimburse County for all reasonable costs associated with lease negotiations and option and lease preparation, including all appraisal, consultant and legal costs.
COUNTY INCOME CONTINUITY Ensure County revenue flow during development	<ul style="list-style-type: none"> Minimum rent from the Effective Date through the earlier of the Completion Date or the Required Completion Date, shall be \$264,984.00 per year and percentage rent to remain in place during construction.
RIGHT TO RECAPTURE	<ul style="list-style-type: none"> County has the right to purchase the leasehold interest if Lessee desires to either assign or sell the leasehold or a controlling interest in Lessee.
ARBITRATION	<ul style="list-style-type: none"> Arbitration will use rent-a-judge procedure. "Baseball" type arbitration provision.
LEASE ASSIGNMENT - DISCLOSURE ISSUES	<ul style="list-style-type: none"> Lease assignment and ownership disclosure requirements in accord with standard County policy.
DOCKMASTER	<ul style="list-style-type: none"> Lessee to employ a dockmaster to manage waterside docks for the entirety of the lease term.

PROMENADE	<ul style="list-style-type: none"> • Lessee to construct promenade along Fiji Way frontage subject to County's reasonable approval of plans.
ENTITLEMENTS: SITE COVERAGE, HEIGHT & LAND USES	<ul style="list-style-type: none"> • Density, site coverage, open space, view corridor, building height, entitlement and land uses are subject to Lessee obtaining all planning and entitlement approvals.

Additional Matters

OTHER TERMS	<ul style="list-style-type: none"> a) Maintenance standards for improvements to conform to Marina del Rey standards as set forth in the new lease document. Liquidated damages of \$100 per day (adjusted for inflation) for each cited maintenance deficiency at each parcel that remains uncured after a specified cure period, to be assessed against the security deposit. b) Lessee shall keep facility including all maintenance and repair infrastructure in good working order and condition at all times. If Lessee discontinues operations of the boatyard facilities, the lease may be considered in default. c) Lease administrative items include: a) late fee of 6% plus interest at prime plus 3% for any late payments; b) security deposit equal to three months' minimum rent; c) insurance levels set upon execution of the lease and renegotiated every five years thereafter; d) County approval rights over all construction plans and specifications; e) enhanced audit and record-keeping standards; and f) all trimming of trees in accordance with the Marina del Rey Tree Trimming Policy.
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The Department has obtained an appraisal confirming that the returns to the County from the lease extension for Parcel 53 are equivalent to, or greater than, fair market value.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

In furtherance of County Goal #1, "Service Excellence," and Goal #4, "Fiscal Responsibility," the recommended action will allow the Department to implement that portion of its Strategic Plan that enhances strategic partnerships with existing and prospective lessees through proactive implementation of the Marina del Rey Asset Management Strategy toward enhancing public access to and enjoyment of the Marina through property redevelopment and updated lease provisions.

FISCAL IMPACT/FINANCING

The Amended and Restated Lease for Parcel 53 will produce the following fiscal benefit to the County: (a) an option fee; and (b) revenue increases due to renovation of the boat yard and replacement of the marina. Each component is discussed in detail below.

Option Fee

Lessee shall pay an option fee of \$100,000 for the Option, payable upon County's grant of the Option.

Revenue Increase Due to Project Redevelopment

The total revenue derived from Parcel 53 during Fiscal Year 2014-2015 was \$342,651. After stabilization (projected in 2020), the new project is projected to increase annual County rent by \$63,000 to \$408,256.

Operating Budget Impact

Upon your Board's approval of the Option, the Department of Beaches and Harbors operating budget will include the one-time \$100,000 Option Fee stated above. This revenue was not included in the Fiscal Year 2015-16 Final Adopted Budget, therefore it will be accounted for as one-time over-realized revenues.

Costs of consultants and primary County staff involved in the negotiation and development of the Option and the Amended and Restated Lease are being reimbursed by the Lessee.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

The existing 60-year lease for Parcel 53 commenced as of March 1, 1962, and expires on February 28, 2022. Parcel 53 consists of 4.23 acres of land currently improved with showrooms, offices and boat repair services facilities, and 2.98 acres of water currently improved with 103 slips and 5 end ties (excluding work docks). Parcel 53 is located on Fiji Way, south of Basin H and Burton W. Chase Park (across Basin H), west of Parcel 52, north of the Ballona Wetlands, and west of Parcel 54, another boat yard operation.

Approval of the Option is without prejudice to the County's full exercise of its regulatory authority in the consideration of the land use entitlements required for the possible exercise of the Option.

Entering into leases of the County's Marina del Rey real property is authorized by Government Code Sections 25907 and 25536. The lease terms are in conformance with the maximum 99-year period authorized by California law.

On January 13, 2016, the Small Craft Harbor Commission _____ the recommendation to approve the Option and the Amended and Restated Lease for Parcel 53 in the form attached. County Counsel has approved the documents as to form.

ENVIRONMENTAL DOCUMENTATION

On March 25, 2015, the Regional Planning Commission (Commission) considered and adopted a Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP) for the proposed project in compliance with the California Environmental Quality Act (CEQA). The Initial Study for the project concluded that there are certain potentially significant environmental impacts associated with the project that can be reduced to less than significant with the implementation of proposed mitigation measures. There have been no substantial changes to the approved project since the adoption of the MND and MMRP by the Commission. The recommended actions do not raise any new or substantive environmental impacts.

CONTRACTING PROCESS

Lessee acquired the leasehold interest in the parcel through a leasehold assignment approved by your Board on September 13, 1999. Lessee entered into negotiations with the County to extend the lease term for Parcel 53. Upon Lessee's demonstration that it has satisfied the conditions for exercise of the Option, including the receipt of all discretionary planning and zoning land use entitlements and approvals required to be obtained from governmental authorities for construction of the development project associated with that Option, the Department will present to the Executive Officer the final confirmation that the conditions for exercise contained in the Option have been satisfied and will request execution of the Amended and Restated Lease Agreement for Parcel 53 in substantially similar form to Exhibit A attached to the Option.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

There is no impact on other current services or projects.

CONCLUSION

It is requested that the Executive Officer, Board of Supervisors, send two original copies of the executed Option Agreement and an adopted Board Letter to the Department. Should you have any questions please contact Don Geisinger at (310) 305-9506 or dgeisinger@bh.lacounty.gov.

Respectfully submitted,

Gary Jones, Director

GB:BL:dlg
Attachments (2)
c: County Counsel

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



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

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

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

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

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

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

General plan designation: Marina del Rey Local Coastal Program

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

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

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

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

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

Public Agency

California Coastal Commission

Approval Required

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

the project.

Los Angeles County Board of Supervisors

For parcel lease extension documentation approval.

Los Angeles County Public Works,
Division of Building and Safety

For Building Permit and related approvals.

Major projects in the area:

R2012-00340/
PKP201200004/
RPP201200152

Parcels 42 and 43 (APN No. 4224-008-900): Rehabilitation of the Marina del Rey Hotel, an existing 154-room hotel and parking permit for less than required parking. Approved July 19, 2012

R2006-03647/
CDP200600008

Parcel 10R (APN No. 4224-003-900): Coastal Development Permit to authorize the demolition of an existing 136-unit apartment complex and the development of a 400-unit complex (including a total of 62 affordable housing units). Approved May 15, 2012.

R2006-03652/
CDP200600009

Parcel 14 (APN No. 4224-003-900): Pending Coastal Development Permit to authorize the demolition of an existing parking lot and the development of a 126-unit apartment complex. Approved May 15, 2012.

TR067861/
CDP200600007

Parcel 9U, Northern Portion (APN No. 4224-002-900): Pending Coastal Development Permit to authorize the construction of a 6 and 5-story, 288-unit hotel with a restaurant and other auxiliary facilities.

R2006-03643/
CDP200600006

Parcel 9U, Southern Portion (APN No. 4224-002-900): Coastal Development Permit to authorize the development of a public wetland and upland park. Approved December 12, 2012.

R2007-01480/
CDP200700001

Parcels 55, 56 & W (APN No. 4224-011-901): Pending Coastal Development Permit to authorize the demolition of Fisherman's Village and all existing parking, landscaping, and hardscaping, and the development of a new mixed-use commercial plaza and multi-story parking structure.

R2006-01510/R2006-02726
CDP200600002 &
CDP 20060003

Parcels 147 & 21 (APN No. 4224-006-900): Coastal Development Permit to authorize the demolition of all existing landside improvements and the construction of a 114 unit senior accommodations facility (Parcel 147) 5000 square feet of retail space and other site amenities and facilities; & 447-space parking structure, marine commercial & community park (Parcel 21) Approved in 2001 and 2012

R2008-02340/ CDP200800007

Parcel 52 (APN No. 4224-003-900): Coastal Development Permit to authorize a dry stack boat storage facility, with capacity for 345 boats, along with appurtenant office space and customer lounge, 30 mast up storage spaces, parking, and a new Sheriff's Department/Lifeguard Boatwright facility. Approved April 24, 2013.

Reviewing Agencies:*Responsible Agencies*

- ☒ None
Regional Water Quality Control
Board:
☒ Los Angeles Region
☐ Lahontan Region
☒ Coastal Commission
☐ Army Corps of Engineers

Special Reviewing Agencies

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

Regional Significance

- ☒ None
☐ SCAG Criteria
☐ Air Quality
☐ Water Resources
☐ Santa Monica Mtns. Area

Trustee Agencies

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

County Reviewing Agencies

- ☒ DPW:
- Land Development Division
(Grading & Drainage)
- Geotechnical & Materials
Engineering Division
- Watershed Management
Division (NPDES)
- Traffic and Lighting Division
- Environmental Programs
Division
- Waterworks Division
- Sewer Maintenance Division

- ☒ Fire Department
- Forestry, Environmental
Division
- Planning Division
- Land Development Unit
- Health Hazmat
☒ Sanitation District
☒ Public Health/Environmental
Health Division: Land Use
Program (OWTS), Drinking
Water Program (Private
Wells), Toxics Epidemiology
Program (Noise)
☒ Sheriff Department
☒ Parks and Recreation
☐ Subdivision Committee

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Agriculture/Forest | <input type="checkbox"/> Hazards/Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities/Services |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noise | <input type="checkbox"/> Mandatory Findings of Significance |
| <input checked="" type="checkbox"/> Geology/Soils | | |

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

- ☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature (Prepared by)

Date

Signature (Approved by)

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources the Lead Department cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the Lead Department has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level. (Mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.)
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration. (State CEQA Guidelines § 15063(c)(3)(D).) In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 7) The explanation of each issue should identify: the significance threshold, if any, used to evaluate each question, and; mitigation measures identified, if any, to reduce the impact to less than significance. Sources of thresholds include the County General Plan, other County planning documents, and County ordinances. Some thresholds are unique to geographical locations.
- 8) Climate Change Impacts: When determining whether a project's impacts are significant, the analysis should consider, when relevant, the effects of future climate change on : 1) worsening hazardous conditions that pose risks to the project's inhabitants and structures (e.g., floods and wildfires), and 2) worsening the project's impacts on the environment (e.g., impacts on special status species and public health).

1. AESTHETICS

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

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

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

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

2. AGRICULTURE / FOREST

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

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

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

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

3. AIR QUALITY

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

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

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

4. BIOLOGICAL RESOURCES

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

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

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

☐☐☐☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

The project site is currently developed with marine commercial uses and surface parking lots without any common or sensitive natural habitat areas. There are no habitat areas that may support any federally or state-listed endangered or threatened species, such as the least tern that may occur at Venice Beach or foraging over the marina waters. Since the project site does not have any natural habitat areas that can be affected by project construction or infrastructure improvements, the proposed project would not have a substantial adverse effect to a species regulated by the California Department of Fish and Game or the U.S. Fish and Wildlife Service. No nesting trees have been found on the project site (Source: May 2014 Interim Report on Nesting Waterbirds and Raptors, Marina del Rey). However, in the event that any special-status birds nest in the landscape trees within or adjacent to the project site the applicant is required to comply with all applicable policies contained in LCP Policy Nos. 23 (“Marina del Rey Tree Pruning and Tree Removal Policy”), 34 (“Marina del Rey Leasehold Tree Pruning and Tree Removal Policy”), and 37 (“Biological Report & Construction Monitoring Requirements”). The Coastal Development Permit conditions of approval will require an updated bird survey be completed prior to commencement of any construction as required by LCP Policy Nos. 23 and 34.

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

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

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

5. CULTURAL RESOURCES

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

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

6. ENERGY

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

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

7. GEOLOGY AND SOILS

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

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

8. GREENHOUSE GAS EMISSIONS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Generate greenhouse gas (GHGs) emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

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

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

9. HAZARDS AND HAZARDOUS MATERIALS

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

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|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| iii) within an area with inadequate water and pressure to meet fire flow standards? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv) within proximity to land uses that have the potential for dangerous fire hazard? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| i) Does the proposed use constitute a potentially dangerous fire hazard? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

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

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

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

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

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

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

10. HYDROLOGY AND WATER QUALITY

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

Development Ordinance (L.A. County Code, Title 12, Ch. 12.84 and Title 22, Ch. 22.52)?

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

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

11. LAND USE AND PLANNING

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

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

12. MINERAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

13. NOISE

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

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

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

14. POPULATION AND HOUSING

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

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

15. PUBLIC SERVICES

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

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

16. RECREATION

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

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

17. TRANSPORTATION/TRAFFIC

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

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

18. UTILITIES AND SERVICE SYSTEMS

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

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

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

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

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

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

19. MANDATORY FINDINGS OF SIGNIFICANCE

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

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

b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

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

c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

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

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

☐☐☒☐

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



Caring for Your Coast

Gary Jones
Director

Kerry Silverstrom
Chief Deputy

John Kelly
Deputy Director

Brock Ladewig
Deputy Director

January 07, 2016

TO: Small Craft Harbor Commission

FROM:  Gary Jones, Acting Director

SUBJECT: **ITEM 7c – PROPOSED 2016 COMMISSION MEETING SCHEDULE**

Small Craft Harbor Commission meetings are usually held on the second Wednesday of each month at 10:00 a.m. (unless otherwise noted) at the Burton Chace Park Community Building, 13650 Mindanao Way, Marina del Rey. For 2016, staff is recommending the same schedule unless there is an item of broad community interest, such as a major leasehold redevelopment proposal. When those items are to be presented to your Commission for recommendation, an evening meeting may be scheduled. Specifically, staff is coordinating an evening meeting for discussion of Department's Strategic Plan Goals.

We respectfully submit the following proposed 2016 calendar for your consideration and approval:

Date	Day of Week	Time
January 13, 2016	Wednesday	10:00 am
February 10, 2016	Wednesday	10:00 am
March 9, 2016	Wednesday	10:00 am
April 13, 2016	Wednesday	10:00 am
May 11, 2016	Wednesday	10:00 am
June 8, 2016	Wednesday	10:00 am
July 13, 2016	Wednesday	10:00 am
August 10, 2016	Wednesday	10:00 am
September 14, 2016	Wednesday	10:00 am
October 12, 2016	Wednesday	10:00 am
November 09, 2016	Wednesday	10:00 am
December 14, 2016	Wednesday	10:00 am

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

Caring for Your Coast

• • •
Gary Jones
Director

Kerry Silverstrom
Chief Deputy

John Kelly
Deputy Director

Brock Ladewig
Deputy Director

January 07, 2016

TO: Small Craft Harbor Commission

FROM: 
Gary Jones, Director

SUBJECT: **ITEM 7d – ELECTION OF COMMISSION OFFICERS**

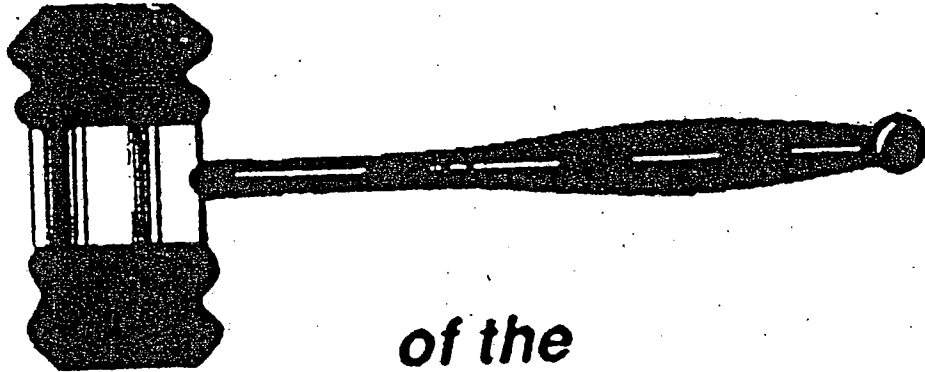
Item 7d on your agenda pertains to the election of the Commission Chair and Vice-Chair. A copy of the Small Craft Harbor Commission rules is attached hereto for your review and reference in relation to the election of officers.

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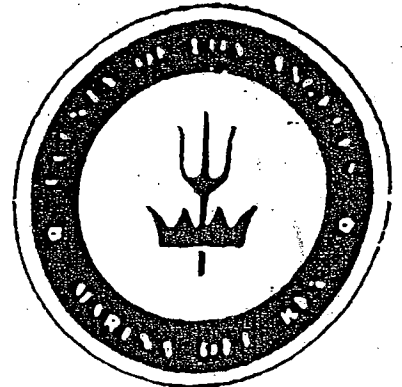
Attachment



Rules



***of the
Los Angeles County
Small Craft Harbor
Commission***



RULES OF THE SMALL CRAFT HARBOR COMMISSION
TABLE OF CONTENTS

	<u>PAGE</u>
CHAPTER I - GENERAL PROVISIONS	1
CHAPTER II - COMMISSION MEETINGS	1
CHAPTER III - ELECTION, POWERS, AND DUTIES OF CHAIRMAN AND VICE-CHAIRMAN	2
CHAPTER IV - CONDUCT OF MEETINGS	3
CHAPTER V - MISCELLANEOUS PROVISIONS	6

RULES OF THE
SMALL CRAFT HARBOR COMMISSION

CHAPTER I
GENERAL PROVISIONS

Section 1. APPLICATION. These rules shall apply to the Small Craft Harbor Commission of the County of Los Angeles (the "COMMISSION").

Section 2. RULES OF ORDER. The proceedings of the Commission shall be governed by the Ralph M. Brown Act (the "Brown Act"), and such other laws of the State of California as may apply, and to the extent the Brown Act and other statutory laws of the State of California do not apply, by Robert's Rules of Order, newly revised, except as herein otherwise provided (collectively, the "Rules"). The foregoing notwithstanding, compliance with the Rules shall not be mandatory except to extent required by law. The County Counsel shall act as parliamentarian and, on request of the Chairman, shall give parliamentary advice.

CHAPTER II
COMMISSION MEETINGS

Section 3. REGULAR MEETINGS. The regular meetings of the Commission shall be held on the second Wednesday of each month, commencing at the hour of 9:30 a.m., in the Community Room of Los Angeles County's Department of Beaches and Harbors' Chace Park, at 13650 Mindanao Way, Marina del Rey, California or such other day, time, or place, as the Commission may decide for its next scheduled regular meeting. If any regular meeting day falls upon a holiday, the regular meeting of the Commission shall be held at the same place upon the first succeeding day which is not a holiday commencing at the same hour.

Section 4. SPECIAL MEETINGS. The Commission may elect to hold a special meeting on a day, at a time, or in a location other than that prescribed in Section 3 for regular meetings. All Rules pertaining to regular meetings of the Commission shall apply to special meetings to the extent they may be applicable to the special meeting to be conducted.

Section 5. PUBLIC HEARINGS. The Commission may hold public hearings and may appoint one of its members to be the hearing officer, with responsibility for reporting his findings and recommendations to the Commission. Guidelines for public participation at a public hearing are included in Exhibit 1.

Section 6. QUORUM. A majority of the Commission shall constitute a quorum, and a quorum must be present for the Commission to conduct its business.

Section 7. MAJORITY VOTE. No act of the Commission shall be valid or binding unless a majority of the Commission concurs. However, if there is less than a majority vote of the Commission on an item, the Commission may refer the item to the Board of Supervisors with a notation of the Commission's vote.

CHAPTER III

ELECTION, POWERS, AND DUTIES OF CHAIRMAN AND VICE-CHAIRMAN

Section 8. ELECTION OF CHAIRMAN AND VICE-CHAIRMAN. At its January meeting, the Commission shall elect both a Chairman and a Vice-Chairman to serve until the next January regular meeting. No member of the Commission shall be elected to the same office for more than two consecutive terms of one year each.

Section 9. CHAIRMAN DUTIES AND POWERS. The Chairman shall possess the powers, and perform the duties prescribed, as follows:

- a. Have general direction over the Commission Meeting Room;
- b. Preserve order and decorum;
- c. Assure that attendance of the public at meetings in the Meeting Room shall be limited to the number which can be accommodated by the seating facilities regularly maintained therein;
- d. Allocate the length of time for public discussion of any matter in advance of such discussion, with the concurrence of the Commission;
- e. Allocate equal time to opposing sides insofar as possible taking into account the number of persons requesting to be heard on any side;
- f. Limit the amount of time that a person may address the Commission during a public discussion period in order to accommodate those persons desiring to speak and to facilitate the business of the Commission; and
- g. Appoint hearing officers and set dates for public hearings.

In the event of the resignation, removal, or death of the Chairman, the Vice-Chairman shall serve as Chairman for the remainder of the term.

Section 10. VICE-CHAIRMAN DUTIES AND POWERS. The Vice-Chairman shall have all of the powers and duties of the Chairman during the absence of, or inability to act of, the Chairman.

In the event of the resignation, removal, or death of the Vice-Chairman, or the assumption of duties and powers of the Chairman by the Vice-Chairman as provided in Section 9, the Commission shall elect another member to serve as Vice-Chairman until the end of the term.

CHAPTER IV CONDUCT OF MEETINGS

Section 11. PUBLIC MEETINGS. Meetings of the Small Craft Harbor Commission are open to the public.

1. The general public is invited to comment upon agenda items after introduction of the item by a member of the Commission or Department.
2. Individual speakers may be limited to specific time periods of not less than three minutes, and are requested to present information not already provided. Speakers will be recognized only once on a given item.
3. At the conclusion of the public comments the Commission will consider the item without any further comment or debate from the floor.
4. The "Communications From the Public" item on the agenda provides time for any party to address the Commission on any matters that are within the subject matter jurisdiction of the Commission. A person may make one presentation under this agenda item per Commission meeting. Individual speakers may be limited to specific time periods of not less than three minutes in length; the number of speakers under this item may be limited to five.
5. The Chairman, at his discretion, may alter or change the order in which agenda items are considered, depending upon his determination of the importance or urgency of an item.

6. The Chairman shall order removed from the Commission Meeting Room any person who commits the following acts with respect to a regular or special meeting of the Commission:

- a. Disorderly, contemptuous or insolent behavior toward the Commission or any member thereof, tending to interrupt the due and orderly course of said meeting;
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting;
- c. Disobedience of any lawful order of the Chairman, which shall include an order to be seated or to refrain from addressing the Commission;
- d. Any other unlawful interference with the due and orderly course of said meeting.

Any such removal shall be effected by a peace officer upon being directed by the Chairman..

Section 12. ORDER OF BUSINESS. The business of each regular meeting of the Commission shall be transacted as far as practicable in the following order:

1. Call to order and action on absences.
2. Action on minutes of prior meeting.
3. Posted agenda items, e.g., regular reports, old business, new business, staff reports.
4. Items not on the posted agenda to be discussed and (if requested) placed on the agenda for action at a future meeting of the Commission, or items requiring immediate action because of an emergency situation involving severe impairment to the public health or safety or where the need to take action arose subsequent to the posting of the agenda.
5. Presentation of scrolls.
6. Comments by members of the public on matters that are within the subject matter jurisdiction of the Commission.

Section 13. AGENDAS AND POSTING REQUIREMENT. The Commission may set items for each agenda and Agendas will be posted at least 72 hours in advance of each meeting at the Administration building of the Department of Beaches and Harbors located at 13837 Fiji Way, Marina del Rey. The agenda will describe each agenda item to be considered, the proposed action, and the location and time of the meeting.

Section 14. MATTERS FOR CLOSED SESSIONS. The Brown Act allows the Commission to go into closed session to discuss the following matters:

1. The purchase, sale, or lease of real property with the agency's negotiator, or to instruct the negotiator.
2. Pending litigation.
3. National security, or the security of public buildings and/or threats to public access to public services and facilities.
4. The issuance of a license to a person with a criminal record.
5. The appointment, employment, performance, or dismissal of an employee, or to hear complaints or charges against an employee, unless the employee requests a public hearing.
6. Salaries, compensation, or fringe benefits for employees.

Section 15. CLOSED SESSIONS - PROCEDURES. In order to maintain compliance with the Brown Act, the intent of which is to insure that the public's business is conducted in open meetings, the following procedures will be followed whenever the Commission holds a closed session:

1. Prior to or after any closed session, the Commission must publicly state the general reason or reasons for the closed session. Specific statutory authority may be cited.
2. If the closed session is to discuss pending litigation which has been formally initiated before a court, an administrative body, a hearing officer, or an arbitrator, the title of the litigation must be cited in the public statement, unless it would jeopardize the County's ability to serve process on an unserved party or to conclude settlement negotiations, and a memorandum of reasons and authority for the closed

session shall be prepared by the County Counsel and filed with the minutes and records of the Commission.

3. In the closed session, the Commission may only discuss the matters covered in the public statement.
4. A minute book shall be kept of the topics discussed in the closed sessions and the decisions made. This book shall not be a public record and may only be viewed by members of the Commission, or court of general jurisdiction in the event of an alleged violation of the Brown Act.

CHAPTER V MISCELLANEOUS PROVISIONS

Section 16. SECONDED MOTION. Each motion made by any member of the Commission shall require a second. Motions and seconds may be made by any member of the Commission, including the Chairman.

Section 17. ROLL CALL. The roll need not be called in voting upon a motion except where specifically required by law or requested by a member. If the roll is not called, in the absence of objection the Chairman may order the item unanimously approved. When the roll is called on any motion, any commissioner present who does not vote in an audible voice shall be recorded as "Aye."

Section 18. SIGNS. Except with prior authorization of the Chairman, no placards, signs or posters or packages, bundles, suitcases or other large objects shall be brought into the Meeting Room.

Section 19. DISRUPTIONS. All demonstrations, including cheering, yelling, whistling, hand clapping and foot stamping are prohibited.

Section 20. DISTRIBUTION OF LITERATURE. Except with prior authorization of the Chairman, the distribution of literature, of whatever nature or kind, is prohibited.

Section 21. SMOKING. Smoking is prohibited in the Commission Meeting Room.

Section 22. ADDRESSING THE COMMISSION. No person shall address the Commission until he or she has first been recognized by the Chairman. The decision of the Chairman to recognize or not recognize a person may be changed by order of the Commission. All persons addressing the Commission shall give their names for the purpose of the record and state whether they are addressing

the Commission on their own behalf or the behalf of someone else. The Chairman may, in the interest of facilitating the business of the Commission, limit the amount of time which a person may use in addressing the Commission.

Section 23. COUNTY LOBBYISTS. The Chairman may refuse permission to any person not registered as a "county lobbyist" in accordance with provisions of Chapter 2.160 of Los Angeles County code who is seeking to address the Commission in his/her capacity as a "county lobbyist" as that term is defined in Chapter 2.160 of the Los Angeles County code.

revised 10/02/92



Caring for Your Coast

Gary Jones
Director

Kerry Silverstrom
Chief Deputy

John Kelly
Deputy Director

Brock Ladewig
Deputy Director

January 07, 2016

TO: Small Craft Harbor Commission

FROM: 
Gary Jones, Director

SUBJECT: **ITEM 8 - ONGOING ACTIVITIES REPORT**

BOARD ACTIONS ON ITEMS RELATING TO MARINA DEL REY

On November 17, 2015, the Board of Supervisors approved the project revisions and revised total project budget of \$6,407,000 for the Marina del Rey Boathouse Refurbishment Project.

On November 24, 2015 the Board of Supervisors denied the appeal of the Regional Planning Commission's approval of the Pier 44 commercial project, certified the Final Environmental Impact Report, and adopted the associated Mitigation Monitoring and Reporting Program, Final Findings of Fact, and Statement of Overriding Considerations.

On December 1, 2015, the Board of Supervisors approved modifications to prior-approved leases, and an extension of the right to exercise lease options, for the Neptune Marina apartments on Parcels 10 and 14(FF).

On December 8, 2015, the Board of Supervisors approved the request to increase the aggregate amounts for the As-Needed Urban Planning and Design and As-Needed Harbor Engineering Consulting Services Master Agreements in Fiscal Year 2015-16 by \$200,000 each, to a total of \$300,000 and \$400,000, respectively, to complete a Beach Needs Assessment.

On December 15, 2015, the Board of Supervisors authorized the Director of Beaches and Harbors to execute an agreement with the Marina del Rey Convention and Visitors Bureau, for a five-year term from January 1, 2016, through December 31, 2020, resulting in successive annual payments of \$382,400, \$442,400, \$577,400, \$597,400 and \$600,000 to the Bureau for continued Marina del Rey promotional and marketing services, including seven-day-a-week staffing of the Marina del Rey Visitor Center.

On December 15, 2015, the Board of Supervisors adopted a resolution in support of a grant application and to accept grant funds in the amount of \$149,461, if awarded, from the California Department of Pesticide Regulation for a study to evaluate strategies for reducing dissolved copper concentrations in Marina del Rey.

REGIONAL PLANNING COMMISSION'S CALENDAR

No items relating to Marina del Rey were on the November and December 2015 Regional Planning Commission agenda.

CALIFORNIA COASTAL COMMISSION CALENDAR

No items relating to Marina del Rey were heard by the California Coastal Commission during meetings for the months of November and December 2015.

VENICE DUAL FORCE MAIN PROJECT UPDATE

The Venice Dual Force Main Project is scheduled to be heard by the Board of Supervisors on January 12, 2016, for approval of the access agreement and granting an easement to the City of Los Angeles.

REDEVELOPMENT PROJECT STATUS REPORT

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

DESIGN CONTROL BOARD MINUTES

The October 2015 meeting minutes are attached.

MARINA DEL REY SLIP REPORT

The overall vacancy rate across all anchorages in Marina del Rey stood at 12.6% for November 2015. After adjustment to remove out-of-service slips and 50% of available double slips, the vacancy rate was 10.9%. The vacancy data by anchorage and slip length are provided in the document attached.

CALIFORNIA COASTAL COMMISSION SLIP REPORT

Pursuant to certain conditions of the Coastal Development Permit (5-11-131) issued by the California Coastal Commission, the County is required to maintain certain minimum thresholds of slip sizes as a percentage of the entire Marina. The attached document outlines the percentage of each size category as a percentage of all available slips in the Marina.

FISHERMAN'S VILLAGE PROGRESS REPORT

No further updates from the lessee's presentation at the May 2015 SCHC meeting.

MARINA DEL REY TREE MANAGEMENT

Annual tree pruning for all areas maintained by the Department has been completed as of December 31. The Lessees' annual pruning and removal have also been completed

for the majority of the parcels. The Department is working on the replacement plan for the trees that have been removed during this period and will be implemented within the next 6 months.

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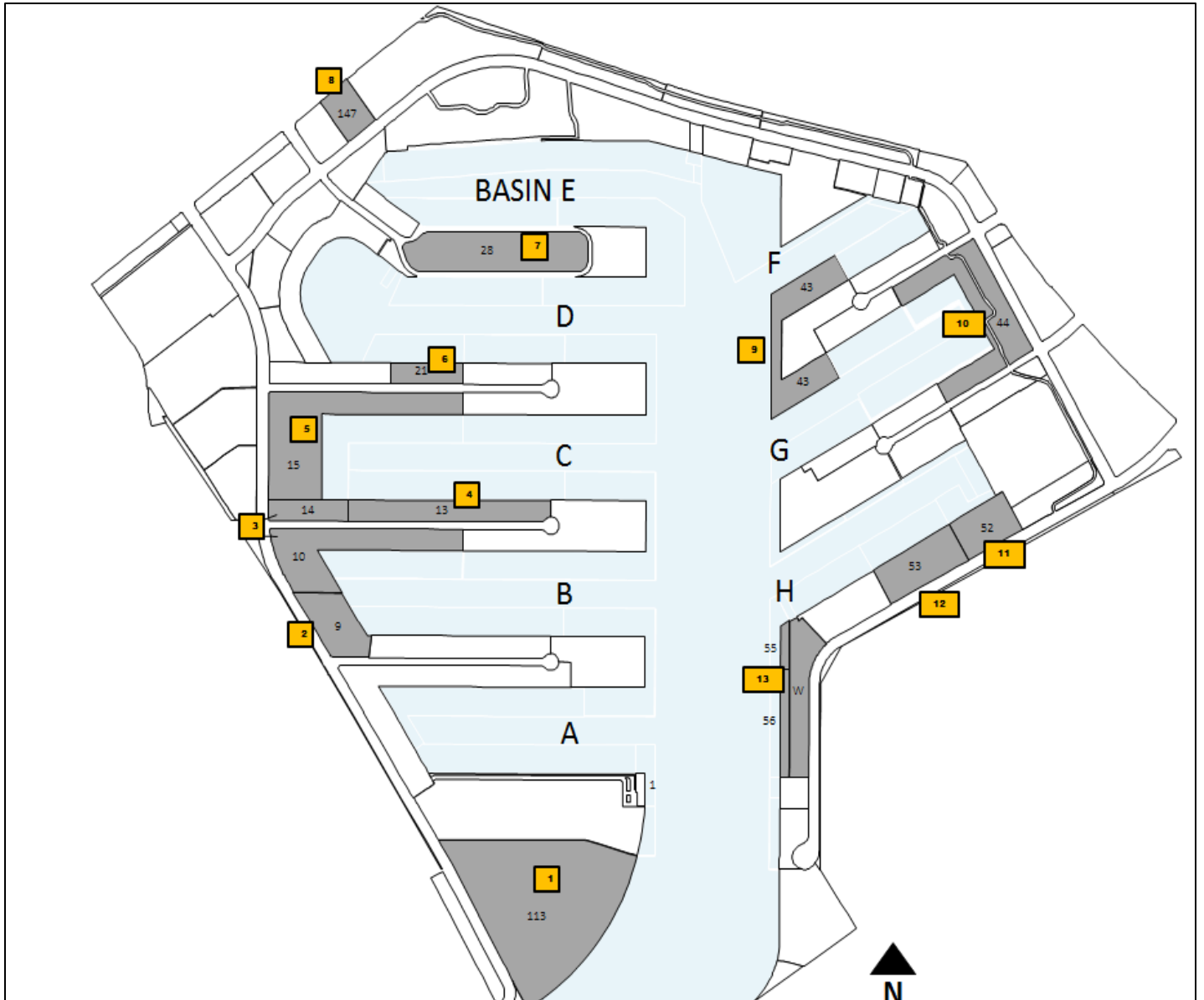
Attachments (6)

Marina del Rey Redevelopment Projects
Descriptions and Status of Regulatory/Proprietary Approvals
As of January 7, 2016

Map Key	Parcel No. -- Project Name/Lessee	Lessee Name/ Representative	Redevelopment Proposed	Massing and Parking	Status	Regulatory Matters
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 13, 2016, the CCC will consider a one-year time extension for the Wetland Park CDP.	
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. BOS approved extension of option on 12/1/2015. 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. 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 initiated; 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 the option on 12/24/15. 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 reduced parking.
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.	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.	Variance for reduced setbacks and Architectural Guidelines requiring that structures beat least 15 ft. from bulkhead
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 approve 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 2013 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 waterfront)
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. 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



DESIGN CONTROL BOARD MINUTES
October 21, 2015

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: Brock Ladewig, Deputy Director; Michael Tripp, Planning Specialist; Troy Evangelho, Planner; Yeni Maddox, Secretary

County Staff Present: Kevin Finkel, Department of Regional Planning; Jill Jones, County Counsel

Guests Testifying: Aaron Clark, Armbruster, Goldsmith, and Delvac; Autumn Thompson, Legacy Partners; Greg Schem, The BoatYard; Paul Collins, Pac Designs

1. Call to Order and Pledge of Allegiance

Chair Phinney called the meeting to order at 1:35 PM

Chair Phinney stated that Commissioner Stanley was running late but expected to attend the meeting.

On a motion of Vice Chair Jubany, seconded by Mr. Wong, the absence of Mr. Pastucha was excused.

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

Mr. Wong led the Pledge of Allegiance.

2. Approval of September 16, 2015 minutes

On a motion of Vice Chair Jubany, seconded by Mr. Wong, the September 16, 2015 minutes were approved.

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

3. Public Comment

None

4. Consent Agenda

None

5. Old Business

A. Election of Officers

Mr. Tripp advised the Board that they had a quorum and could vote on the item without Mr. Stanley present, or they could wait for Mr. Stanley to arrive and move the item to the end of the agenda.

On a motion of Mr. Wong, seconded by Chair Phinney, the item was moved to be heard after the Staff Reports.

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

B. Parcel 28 – Wayfarer Apartments and Marina – Consideration of sign program– DCB#13-013-C

Mr. Evangelho presented the staff report.

Aaron Clark thanked staff.

Autumn Thompson stated that they tried to create a simple design with clean lines.

Public Comment

None

Board Comment

Vice Chair Jubany commented that the signage was very attractive.

Chair Phinney stated that he believed the regulation signage in the pool area could be more attractive. He recommended that they increase the size of the square-shaped pool sign to match the size of the adjacent sign.

**On a motion of Mr. Wong, seconded by Vice Chair Jubany, the item was approved as submitted.
Ayes: 3 – Chair Phinney, Vice Chair Jubany, and Mr. Wong**

C. Parcel 53 – The BoatYardBoatYard – Consideration of final site design– DCB#13-008-B

Mr. Evangelho presented the staff report.

Greg Schem gave a summary of the changes to the project, including the need to eliminate the overhang feature of the wave design due to the Fire Department's fire lane requirements, and the inability to incorporate the DCB's request to make the fence screen along the property frontage more transparent due to security reasons.

Public Comment

None

Board Comment

Vice Chair Jubany inquired about the material of the fencing around the facility. Chair Phinney also suggested color blocking the fence instead of using the wave design.

Paul Collins replied that the screening would be dark blue vinyl.

Vice Chair Jubany asked why the Applicant placed a curve above the entrance doors of the dock gates, and recommended that it be square. She also asked about the hexagon paver pattern of the promenade near the docks and recommended a different shape.

Paul Collins replied that the paver and dock gate design matches the Del Rey Landing (fuel dock) gate design but could be redesigned.

Vice Chair Jubany asked about the light fixtures and stated that the design needs to be more consistent, contemporary, and match the building. She also asked for the reason behind the garage's design having thick walls.

Paul Collins replied that the design was due to the 3 foot change in slopes from one end of the building to the other.

Chair Phinney asked for the status of their permits and entitlements process and asked for their targeted construction start time.

Greg Schem replied that they had all of their entitlements completed and have filed for building permits. Their target was for a January construction start pending the ground lease being finalized.

Chair Phinney stated that the design of the current project looks vocational and stated that he would like the applicant to return with a new design that is more animated and interesting.

Greg Schem asked what impact the changes (e.g. increasing roof height) would have on the project's timing and additional Regional Planning review.

Kevin Finkel replied that if the change was within one foot of the approved height, he could approve it through a simple administrative approval. He added that if there is a substantially larger change beyond what was approved, it may take longer. He also stated that a reduction in height would not require additional review.

Chair Phinney suggested changing the outline of the garage and asked staff about the County's requirement for 1:1 tree replacement.

Mr. Tripp replied that it is required by the Local Coastal Program (LCP).

Chair Phinney stated that he liked the proposed Blue Mexican Fan Palms and King Palms but disliked the Queen Palms because they tend to look trashy. He suggested placing the King Palms along the frontage and confining the Queen Palms to the interior of the site. He also suggested that the applicant work with staff to look into planting the mitigation trees off-site.

Chair Phinney asked about the wave design of the sidewalk along the property frontage.

Paul Collins replied that they proposed to widen the sidewalk by adding a wave shaped strip of concrete. The pattern would be the similar to what was proposed on neighboring Parcel 52.

Mr. Tripp stated that the Parcel 52 project was approved by the Regional Planning Commission a few years ago, but hadn't returned to the DCB yet for final site design approval. He added that staff had directed the applicants of both parcels to add the extension to the sidewalk to make up for the public promenade being closed to the public at both parcels due to safety concerns.

After further discussion Chair Phinney stated that he would rather that the wave extension of the sidewalk use regular concrete than blue-colored concrete.

In the interest of helping the project move forward with the applicant's construction schedule, staff recommended that the project be continued to the next meeting and that the applicant submit revised plans expeditiously. Chair Phinney offered to meet with the architect to review the proposed changes.

Vice Chair Jubany revisited the lighting fixture issue. Chair Phinney clarified that if the fixtures were all the same color, her comment would be addressed .

Chair Phinney stated the following requested changes: the dock gate door design, light fixtures, locating the queen palms at the interior of the property only, eliminate the wave pattern on the fence in favor of a color block pattern, replace the promenade pavers with a more linear pattern, remove the blue color from the sidewalk concrete wave extension and revise the roof outline of the garage to be more interesting.

On a motion of Vice Chair Jubany, seconded by Mr. Wong, the item was continued.

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

6. New Business

None

7. Staff Report

Brock Ladewig presented the staff reports.

Carol Baker presented the Marina del Rey Special Events report.

Public Comment

None

Board Comment

None

Mr. Wong stated that the record needs to reflect that Mr. Stanley did not attend the meeting. Chair Phinney stated that Mr. Stanley is excused from the meeting.

**On a motion of Chair Phinney, seconded by Mr. Wong, the absence of Mr. Stanley was excused.
Ayes: 3 – Chair Phinney, Vice Chair Jubany, and Mr. Wong**

5. Old Business (Continued)

A. Election of Officers

Public Comment

None

Board Comment

Mr. Wong nominated the existing officers to remain the same.

Chair Phinney accepted but stated that if anyone else is ready to serve as Chair he would step down.

On a motion of Mr. Wong, seconded by Chair Phinney, the Board voted to keep the existing officers in place.

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

8. Commemoration of Historic Figures and Events in Honor of Marina del Rey's 50th Anniversary

Chair Phinney read the staff report.

9. Adjournment

Chair Phinney adjourned the meeting at 2:52 PM in honor of the Design Control Board.

Respectfully Submitted,

Yeni Maddox
Secretary for the Design Control Board

Marina del Rey Slip Vacancy Report

Nov-15	18-25			26-30			31-35			36-40			41-45			46-50			51+			TOTAL	TOTAL	%	DOUBLES	DOUBLES	NON-DBL		
Marina	VAC	AVAIL	%VAC	VAC	AVAIL	%VAC	VAC	AVAIL	%VAC	VAC	AVAIL	%VAC	VAC	AVAIL	%VAC	VAC	AVAIL	%VAC	VAC	AVAIL	%VAC	VACANT	AVAILABLE	%VAC	VACANT	OUT OF SERVICE	OUT OF SERVICE	TTL OFF- LINE	TTL including OFF-LINE
P1		0			0			0			0			0			0			5	0.0%		5	0.0%					
P7		8	0.0%	1	80	1.3%	2	44	4.5%		42	0.0%	2	12	16.7%		7	0.0%		21	0.0%	5	214	2.3%					
P8	1	15	6.7%		48	0.0%	1	82	1.2%	2	38	5.3%		16	0.0%		7	0.0%		1	0.0%	4	207	1.9%					
P10	1	12	8.3%	12	126	9.5%		22	0.0%	1	20	5.0%		0			0			0		14	180	7.8%					
P12		0			0			30	0.0%		53	0.0%	4	58	6.9%		44	0.0%		31	0.0%	4	216	1.9%					
P13		0			3	0.0%		33	0.0%	3	70	4.3%	7	36	19.4%	4	36	11.1%	1	8	12.5%	15	186	8.1%					
P15		0			0			0			0			0			0			0			0					236	
P18	8	198	4.0%	3	68	4.4%	1	41	2.4%		39	0.0%	3	26	11.5%	1	18	5.6%		34	0.0%	16	424	3.8%				1	
P20	2	42	4.8%	2	59	3.4%		21	0.0%		9	0.0%		8	0.0%		0			0		4	139	2.9%				3	
P21	24	121	19.8%	2	51	3.9%		0			10	0.0%		0			0			0		26	182	14.3%	24				
P28		0		42	182	23.1%	4	100	4.0%	19	82	23.2%		0		4	9	44.4%		2	0.0%	69	375	18.4%					
P30		8	0.0%		70	0.0%	3	51	5.9%	2	33	6.1%		26	0.0%		52	0.0%		55	0.0%	5	295	1.7%	1	2	5		
P41	6	90	6.7%	3	24	12.5%	5	34	14.7%		0			0			0			0		14	148	9.5%					
P43	52	109	47.7%	34	120	28.3%	1	70	1.4%	2	36	5.6%		0			10	0.0%		4	0.0%	89	349	25.5%					
P44(45)	183	269	68.0%	20	51	39.2%	18	71	25.4%		0			0			0			0		221	391	56.5%	155	1			
P47	1	1	100.0%	4	16	25.0%	2	13	15.4%	8	27	29.6%		0			0		3	4	75.0%	18	61	29.5%					62
P53	1	34	2.9%		23	0.0%	2	37	5.4%		9	0.0%		0			0			0		3	103	2.9%					
P54		0			3	0.0%		0		3	24	12.5%	1	6	16.7%		7	0.0%		14	0.0%	4	54	7.4%	3	2			
P111		20	0.0%		27	0.0%		2	0.0%		15	0.0%		0			8	0.0%	3	39	7.7%	3	111	2.7%					
P112	2	100	2.0%		0			11	0.0%	1	24	4.2%		0			0		2	40	5.0%	5	175	2.9%					
P125I	4	24	16.7%	6	49	12.2%	6	93	6.5%	3	50	6.0%	1	27	3.7%	2	17	11.8%	1	18	5.6%	23	278	8.3%	1				
P132		29	0.0%		3	0.0%		68	0.0%	3	58	5.2%	1	45	2.2%	1	39	2.6%		20	0.0%	5	262	1.9%		1	1		
Grand Total	285	1080	26.4%	129	1003	12.9%	45	823	5.5%	47	639	7.4%	19	260	7.3%	12	254	4.7%	10	296	3.4%	547	4355	12.6%	184	6	10	298	4653

Summation

Vacancy in 18'-25' 26.4%

Vacancy in 26'-30' 12.9%

Vacancy in 31'-35' 5.5%

Vacancy in 36'-40' 7.4%

Vacancy in 41'-45' 7.3%

Vacancy in 46' to 50' 4.7%

Vacancy in 51' and over 3.4%

Total Vacancy 12.6%

Vacancy w/o DOUBLES, OUT OF SERVICE slips 10.9%

Note: Parcel 15 dock reconstruction project commencement date is September 2014

Nov-15	Under Construction	Net Available	TOTAL MdR	% of TOTAL	CDP MIN THRESHOLD
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25' & Less					
Number of Slips	107	1080	4355	25%	16%

26'-30'					
Number of Slips	66	1003	4355	23%	19%

30'-35'					
Number of Slips	99	1598	4355	37%	18%

Notes

4761 - pre-construction number of slips