



Caring for Our Coast

♦ ♦ ♦
Gary Jones
Director

Kerry Silverstrom
Chief Deputy

Amy M. Caves
Deputy Director

Carol Baker
Deputy Director

MARINA DEL REY DESIGN CONTROL BOARD AGENDA

Wednesday, April 20, 2022, 1:30 p.m.

NOTICE

Following Governor Newsom's executive orders prohibiting the convening of public agency meetings in light of the COVID-19 pandemic, all regularly scheduled Marina del Rey Design Control Board meetings will convene as virtual (online) meetings and by teleconference until further notice.

The Los Angeles County Board of Supervisors, at its regularly scheduled public meeting on March 29, 2022, has made the requisite findings under Government Code § 54953(e)(3) that (i) the Board has reconsidered the circumstances of the State of Emergency due to the COVID-19 pandemic and that the State of Emergency remains active; and (ii) that local officials continue to recommend measures to promote social distancing. (As requested at the Board of Supervisors meeting of November 2, 2021.)

OBSERVING THE MEETING

To observe the meeting, go to <http://beaches.lacounty.gov/watch-dcb-meeting> (Zoom Meeting ID: 913 7426 1482) or dial **(408) 638-0968** or **(669) 900-6833**.

PROVIDING VERBAL PUBLIC COMMENT

To provide verbal public comment for the record during the meeting, go to <http://beaches.lacounty.gov/watch-dcb-meeting> (Zoom Meeting ID: 913 7426 1482) and staff will assist you via the Zoom chat feature.

If you are calling in to the meeting, send an email to DBHPlanner@bh.lacounty.gov with the agenda item number, first name, last name, email address, and phone number, and identify yourself as the applicant or not the applicant.

PROVIDING WRITTEN PUBLIC COMMENT

To provide written public comment for the record, send an email to DBHPlanner@bh.lacounty.gov with your comment, the agenda item number, your first name and last name, email address, and phone number, and identify yourself as the applicant or not the applicant. Written comments submitted prior to 5 p.m. on the day before the meeting will be provided to the Design Control Board. Written public comments submitted after 5 p.m. on the day before the meeting will not be provided to the Design Control Board, but will be added to the public record.



1. **Call to Order, Action on Absences, Pledge of Allegiance, and Order of Agenda**
2. **Approval of the March 16, 2022 Minutes**
3. **Consent Agenda**
The Chair may entertain a motion by a Board member at the beginning of the meeting to approve certain non-controversial agenda items as consent agenda items unless held by a Board member or member(s) of the public for discussion or separate action.
4. **Old Business**
A. Parcel 18 – Dolphin Marina Apartments – DCB # 21-002-B – Consideration of exterior improvements
5. **New Business**
A. Parcel 50 – Waterside Shopping Center / Warby Parker – DCB #22-002 – Consideration of building modifications and new signage

B. Marina del Rey Design Guidelines Update – Informational/presentation
6. **Staff Reports**
A. Ongoing Activities Report
 - Board of Supervisors Actions on Items Relating to Marina del Rey
 - Regional Planning Commission's Calendar
 - Coastal Commission's Calendar
 - Future Major DCB Agenda Items
 - Small Craft Harbor Commission Minutes
 - Redevelopment Project Status Report
B. Marina del Rey Special Events
7. **Public Comment**
This is the opportunity for members of the public to address the Board on items that are not on the posted agenda, provided that the subject matter is within the jurisdiction of the Board. Speakers are reminded of the three-minute time limitation.
8. **Adjournment**

PLEASE NOTE

1. ADA ACCOMODATIONS: If you require reasonable accommodations or auxiliary aids and services such as material in alternate format or a sign language interpreter, please contact the ADA (Americans with Disabilities Act) Coordinator at (424) 526-7752 (Voice) or (TTY/TDD) users, please call the California Relay Service at 711. The ADA coordinator may be reached by email at rstassi@bh.lacounty.gov.
2. The Los Angeles County Board of Supervisors adopted Chapter 2.160 of the Los Angeles Code (Ord. 93-0031 ~ 2 (part), 1993), relating to lobbyists. Any person who seeks support or endorsement from the Design Control Board on any official action must certify that he/she is familiar with the requirements of this ordinance. A copy of the ordinance can be provided prior to the meeting and certification is to be made before or at the meeting.
3. Si necesita asistencia para interpretar esta información, llame a este numero: 424-526-7777.

4. All materials provided to the Design Control Board Members are available for public review, beginning the Friday prior to the meeting, at <https://beaches.lacounty.gov/design-control-board/>. The Department of Beaches and Harbors website also provides all reports and audio files from current and past meetings. Electronic copies of project submittals for Business Items referred to in this agenda will be available online for a two week period from the date of this agenda.



Location of April 20, 2022 DCB Items



Old Business

4A – Parcel 18 – Dolphin Marina Apartments

New Business

5A – Parcel 50 – Waterside Shopping Center / Warby Parker

5B – Marina del Rey Design Guidelines Update (marina-wide)



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April 20, 2022

TO: Design Control Board

FROM: Gary Jones, Director 

SUBJECT: ITEM 4A – PARCEL 18 – DOLPHIN MARINA APARTMENTS – DCB # 21-002-B – CONSIDERATION OF BUILDING MODIFICATIONS

Item 4A on your agenda is a submittal from Goldrich Kest (Applicant), seeking approval for building modifications at the Parcel 18 leasehold, which includes the Dolphin Marina Apartments residential community. The project is located at 13900 Panay Way.

PROJECT OVERVIEW

Existing Conditions

Parcel 18, which consists of approximately 7.7 landside acres, is bordered to the west by Parcel 15 (AMLI) and Parcel 20 (Capri) residential communities, to the east by the main channel, to the north by Basin D, and to the south by Basin C. Parcel 18 is improved with an apartment complex, Dolphin Marina Apartments, consisting of 204 residential units, a 320-slip anchorage, and a waterfront promenade. The parcel's public promenade spans the perimeter of the property, facing Basins C, D, and the main channel. Dolphin Marina St. Tropez Apartments, Monte Carlo Apartments, and a vacant restaurant building are also located on Parcel 18, however they are not included in the scope of the proposed project.

On June 16, 2021, your Board reviewed and approved a final renovation plan for the site, which consisted of new roofing, windows, sliding glass doors, guardrails, patio walls, topping slabs, main entry enhancements, lighting, landscaping, and repainting. In addition, exterior improvements would also consist of sidewalk, curb, roadway, and courtyard enhancements. As conditioned by your previous approval, the Applicant has returned to your Board for final review of exterior paint colors and balcony railings.

Proposed Project

The proposed project consists of repainting the building exterior and installing residential balcony guardrails.



BUILDING DESIGN

Exterior Finishes, Color, and Materials

The Applicant proposes to replace all existing residential balcony railings with glass panel guardrails with an anodized aluminum frame. The paint color palette for the proposed project includes white, gray, and blue color tones. Unit balcony interiors and various entryway faces would be painted Sherwin Williams *Inky Blue 9149* and the primary base color for all buildings would be Sherwin Williams *Pure White 7005*. Sherwin Williams *Repose Gray 7015* would be used at depressed façade faces and at the Dolphin Marina Apartment entrance along Panay Way. Building fascia and podium bases would be painted Sherwin Williams *Dovetail 7018*. Stair railings and security gates would be painted Sherwin Williams *Iron Ore 7069*. A detailed project color palette can be found on Page 4 of the Applicant's submitted plans.

STAFF REVIEW

The Applicant previously provided a compliance checklist to demonstrate consistency with the Marina del Rey Design Guidelines. Staff finds that the Applicant has selected a color palette that is representative of the Marina del Rey Design Guidelines Design Objective 1b, which encourages development designs that complement the unique surrounding environment. Furthermore, the objective states that renovations and new development in the Marina should feel fun, contemporary, and “beachy.” Staff also finds that the use of glass panel guardrails with anodized aluminum frames would incorporate large amounts of visually transparent materials into the building design, while also utilizing high quality, durable materials that are suitable for a coastal environment (DG. 177).

Staff recommends APPROVAL of DCB #21-002-B, subject to the following conditions:

- 1) No change shall be made to the approved design, landscaping, hardscape, materials, or signage without written approval from the Department of Beaches and Harbors Planning Division staff.**
- 2) No substantial change shall be made to the approved design, landscaping, hardscape, materials, or signage without the written consent of the Design Control Board.**

GJ:WO:pw



// ABRAMSON_____
____ARCHITECTS

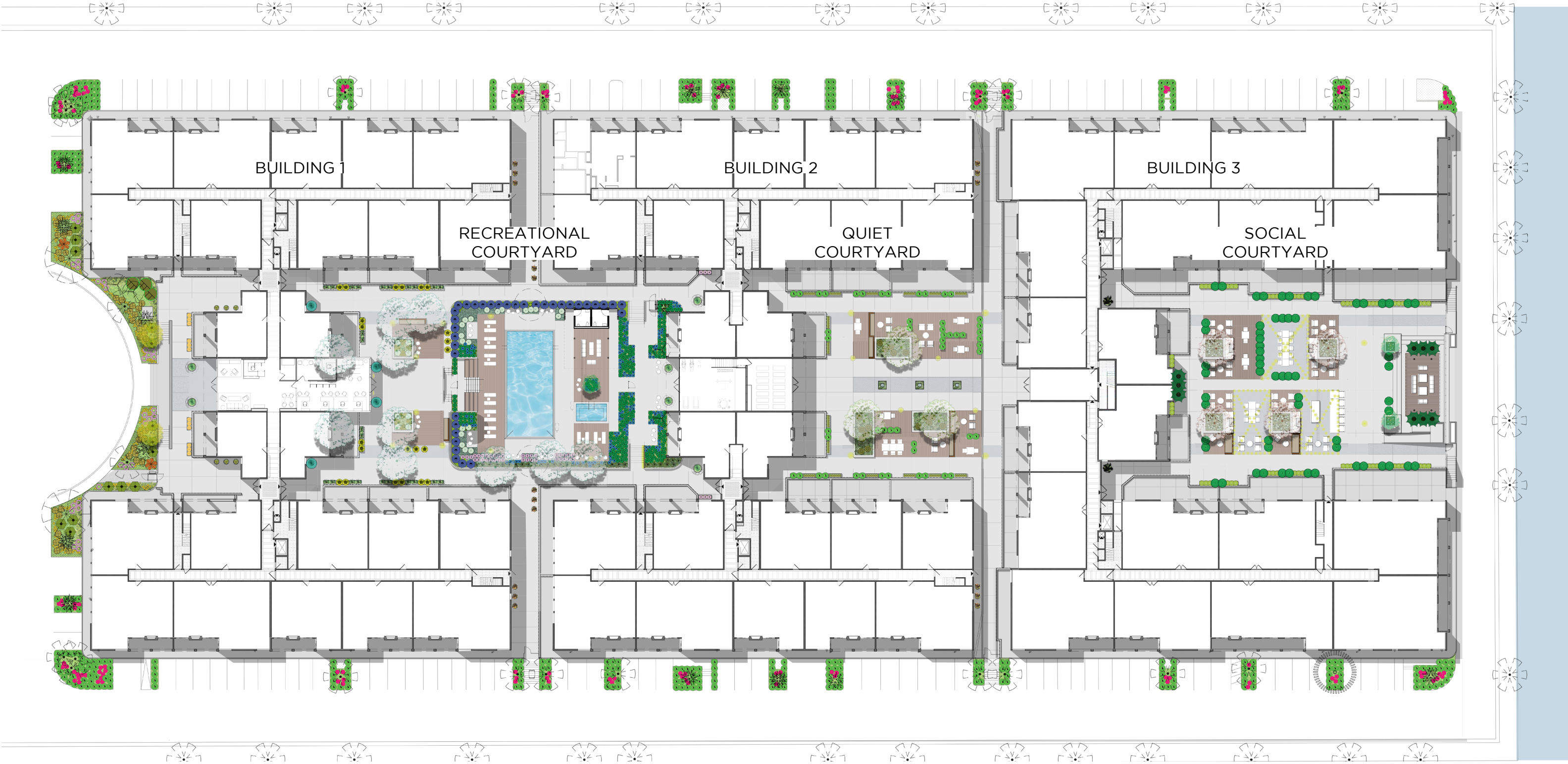
04/20/2022

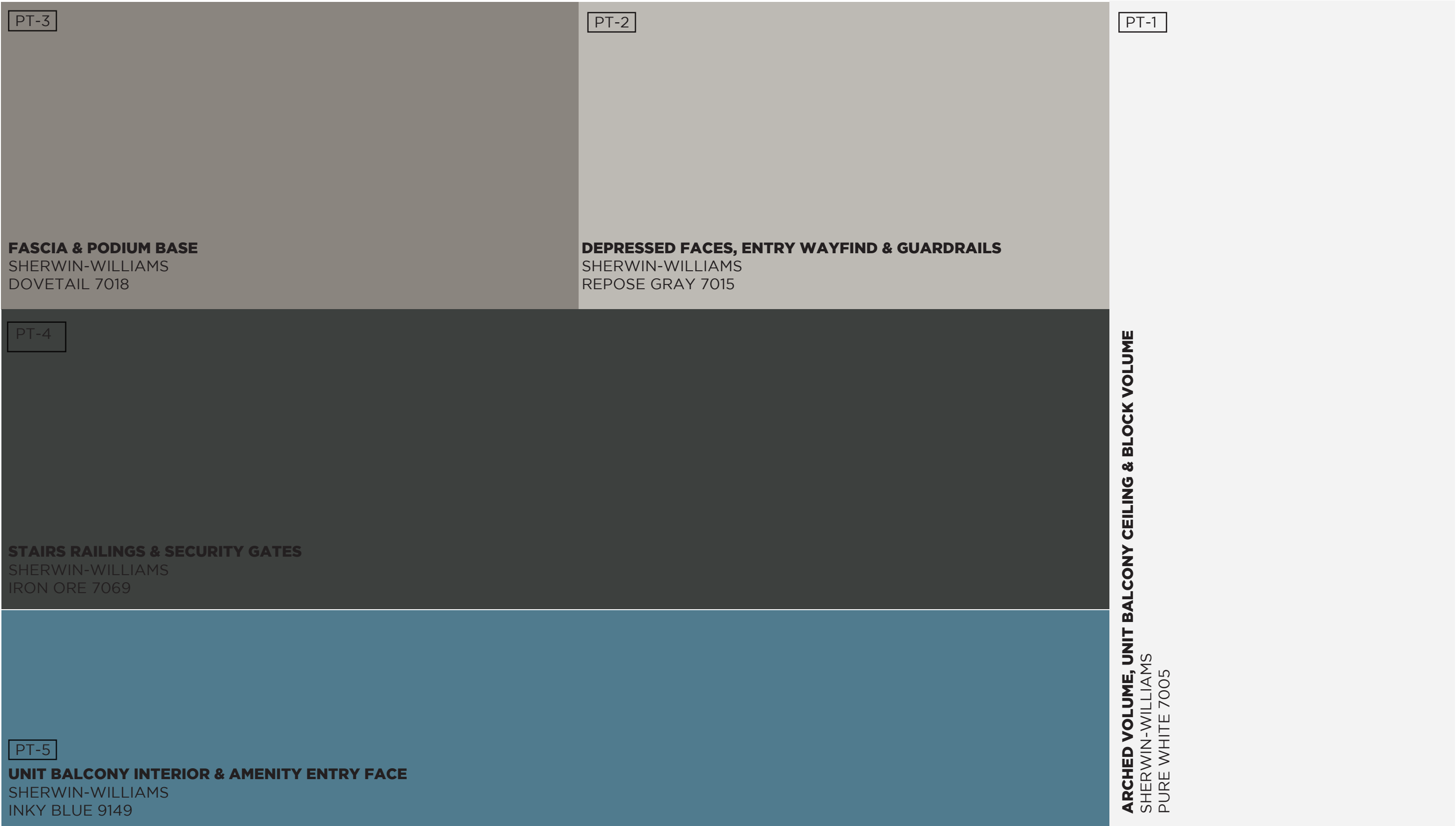
DCB SUBMISSION
BUILDING PAINT SCHEME & BALCONY RAILING

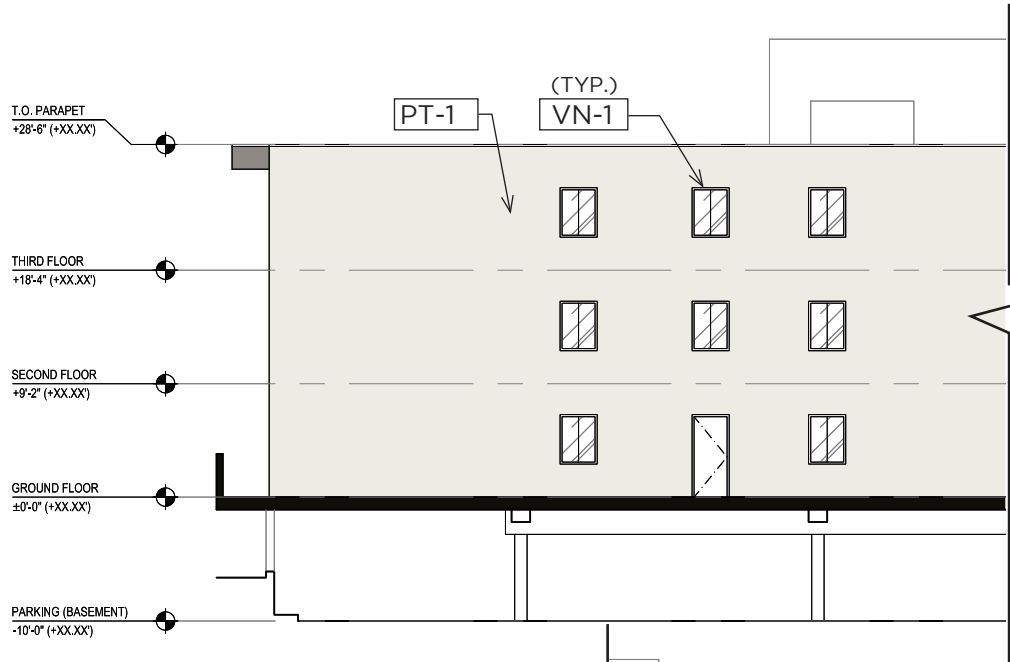
DOLPHIN MARINA APARTMENTS

13900 PANAY WAY, MARINA DEL REY, CA 90292





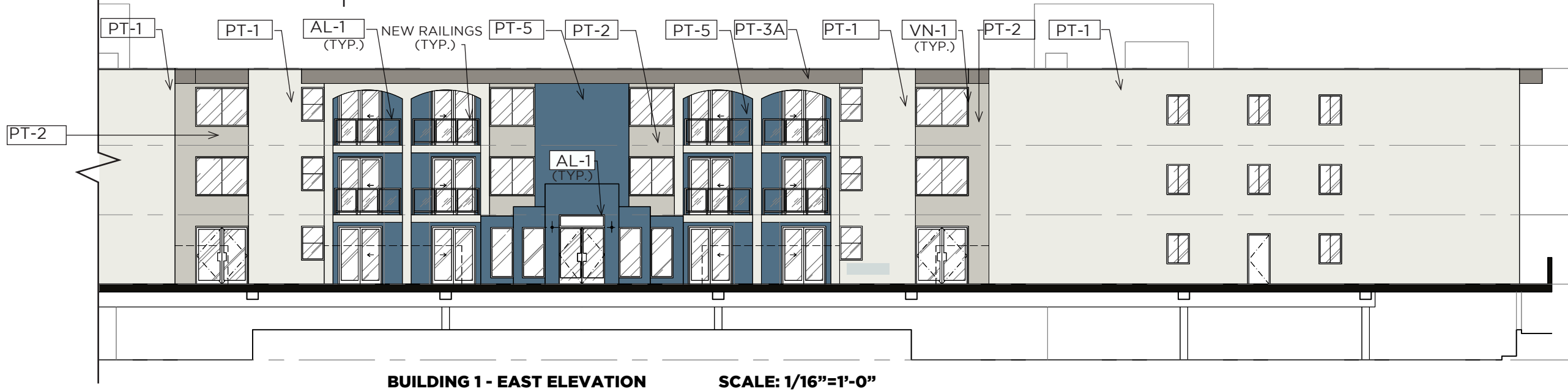




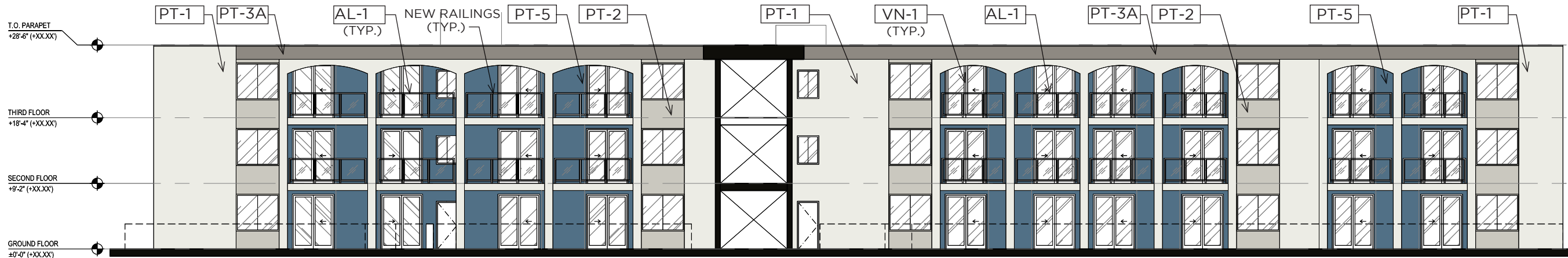
NOTE: (E) MOLDINGS TO BE REMOVED.

NOTE: (E) BALCONY RAILINGS TO BE REPLACED.

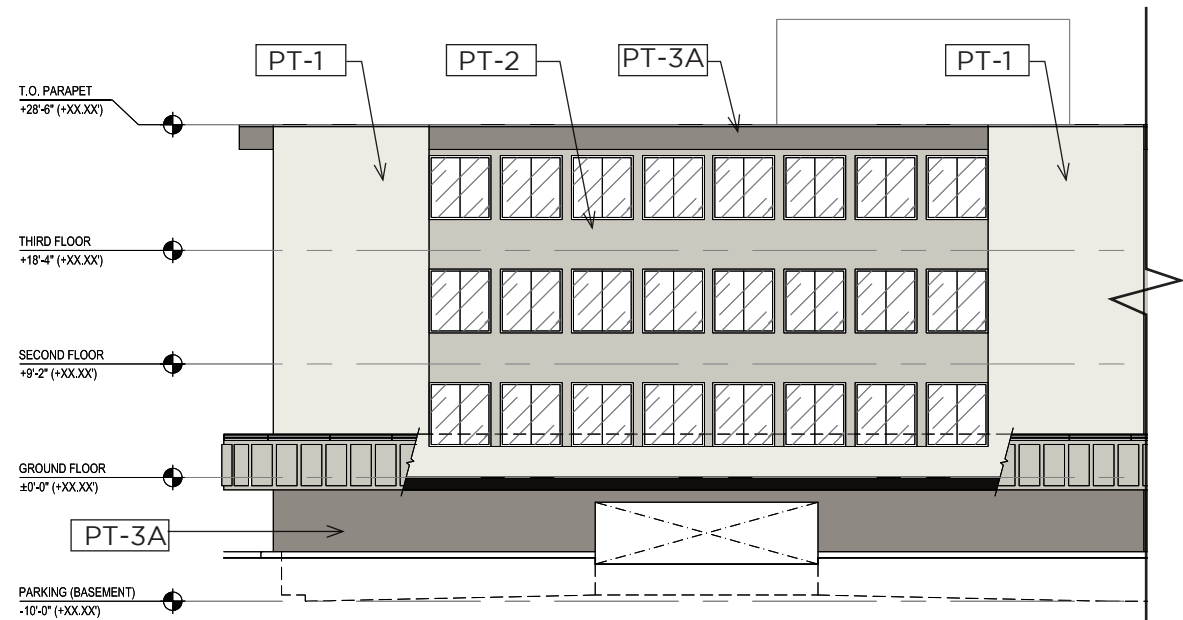
FINISH SCHEDULE				
CODE	MATERIAL	MANUFACTURER	COLOR	LOCATION
AL-1	ALUM.	TBD.	CLR. ANODIZED	NEW STOREFRONT, BALCONY RAILINGS
PT-1	STUCCO	SHERWIN-WILLIAMS	PURE WHITE 7005	ARCHED VOLUME, BALCONY CEILING, BLOCK VOLUMES
PT-2	STUCCO	SHERWIN-WILLIAMS	REPOSE GRAY 7015	DEPRESSED FACES, ENTRY WAYFIND, GUARDRAILS
PT-3A	STUCCO	SHERWIN-WILLIAMS	DOVETAIL 7018	FASCIA, PODIUM BASE
PT-3B	METAL	SHERWIN-WILLIAMS	DOVETAIL 7018	BOATER'S STORAGE DOORS
PT-4B	STEEL	SHERWIN-WILLIAMS	IRON ORE 7069	STAIR RAILINGS, SECURITY GATES
PT-5	STUCCO	SHERWIN-WILLIAMS	INKY BLUE 9149	UNIT BALCONY INTERIOR, AMENITY ENTRY FACE
VN-1	VINYL	MILGARD	SILVER	WINDOWS AND DOORS
GL-1	GLASS	TBD.	CLEAR	WIND SCREEN & GUARDRAILS



BUILDING 1 - EAST ELEVATION SCALE: 1/16"=1'-0"



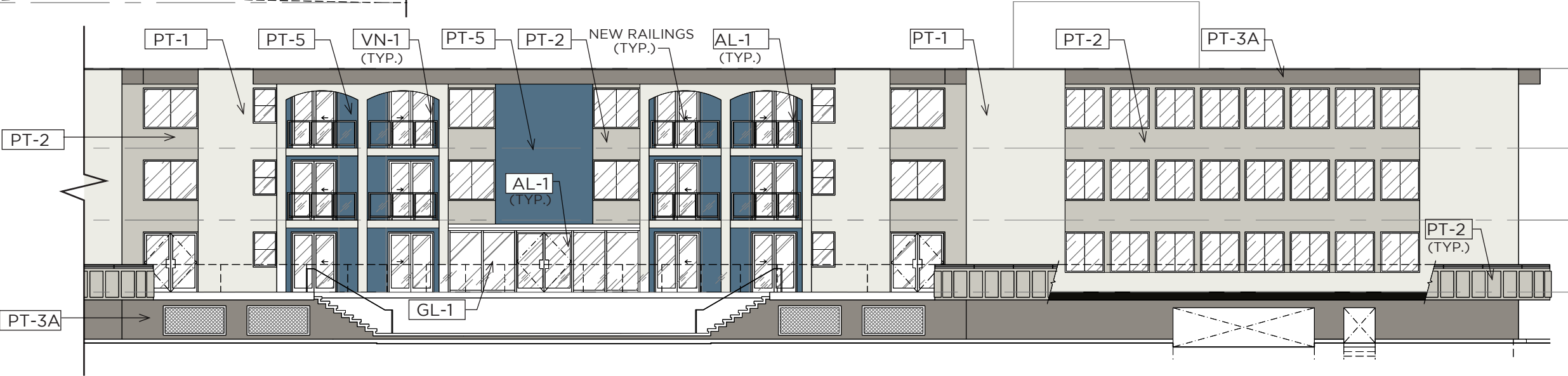
BUILDING 1 - COURTYARD SIDE SOUTH ELEVATION / NORTH ELEVATION (O.H.) SCALE: 1/16"=1'-0"



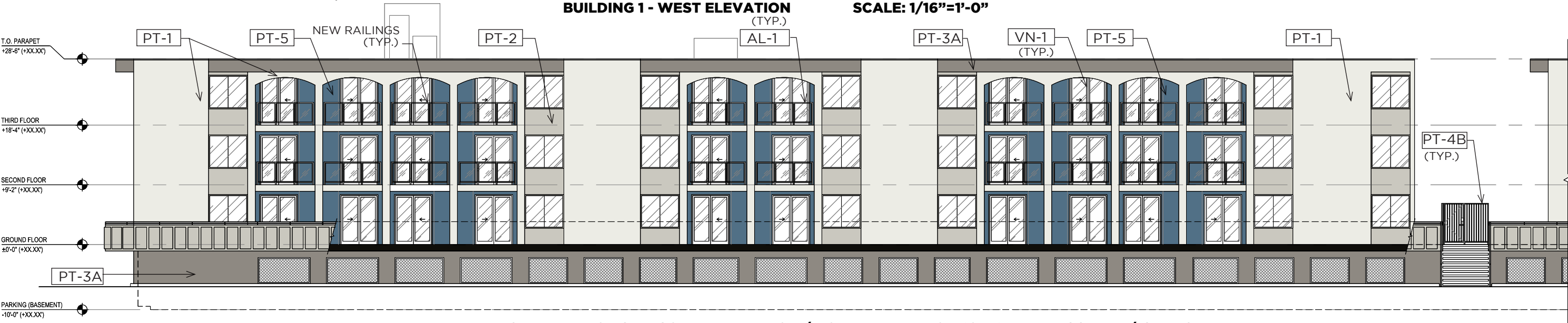
NOTE: (E) MOLDINGS TO BE REMOVED.

NOTE: (E) BALCONY RAILINGS TO BE REPLACED.

FINISH SCHEDULE				
CODE	MATERIAL	MANUFACTURER	COLOR	LOCATION
AL-1	ALUM.	TBD.	CLR. ANODIZED	NEW STOREFRONT, BALCONY RAILINGS
PT-1	STUCCO	SHERWIN-WILLIAMS	PURE WHITE 7005	ARCHED VOLUME, BALCONY CEILING, BLOCK VOLUMES
PT-2	STUCCO	SHERWIN-WILLIAMS	REPOSE GRAY 7015	DEPRESSED FACES, ENTRY WAYFIND, GUARDRAILS
PT-3A	STUCCO	SHERWIN-WILLIAMS	DOVETAIL 7018	FASCIA, PODIUM BASE
PT-3B	METAL	SHERWIN-WILLIAMS	DOVETAIL 7018	BOATER'S STORAGE DOORS
PT-4B	STEEL	SHERWIN-WILLIAMS	IRON ORE 7069	STAIR RAILINGS, SECURITY GATES
PT-5	STUCCO	SHERWIN-WILLIAMS	INKY BLUE 9149	UNIT BALCONY INTERIOR, AMENITY ENTRY FACE
VN-1	VINYL	MILGARD	SILVER	WINDOWS AND DOORS
GL-1	GLASS	TBD.	CLEAR	WIND SCREEN & GUARDRAILS

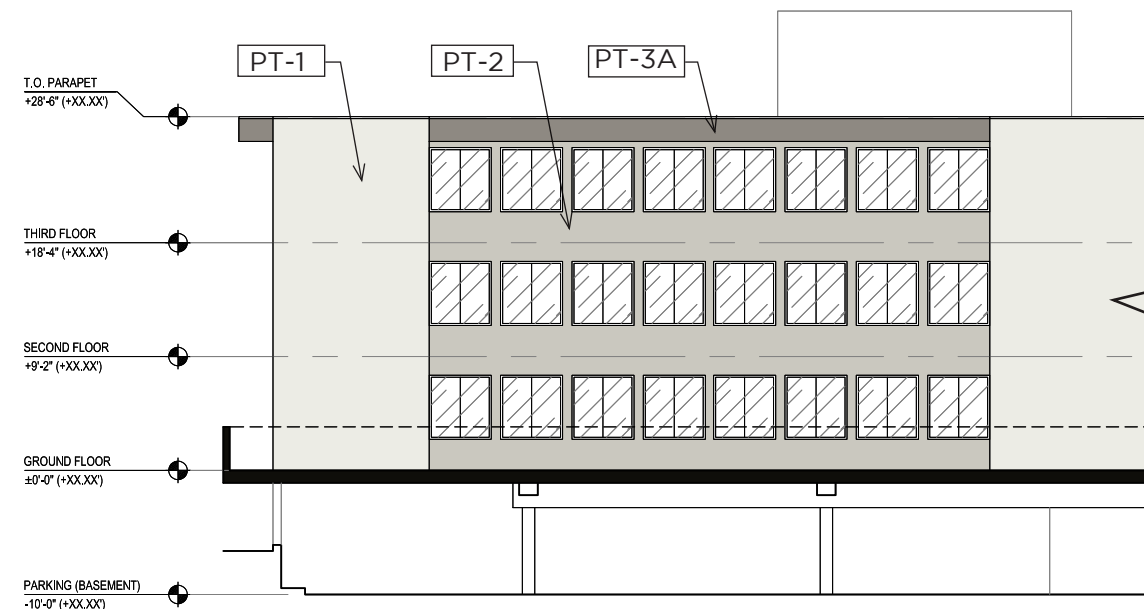


BUILDING 1 - WEST ELEVATION **SCALE: 1/16"=1'-0"**



BUILDING 1 - EXTERIOR SIDE SOUTH ELEVATION / NORTH ELEVATION (O.H.) **SCALE: 1/16"=1'-0"**





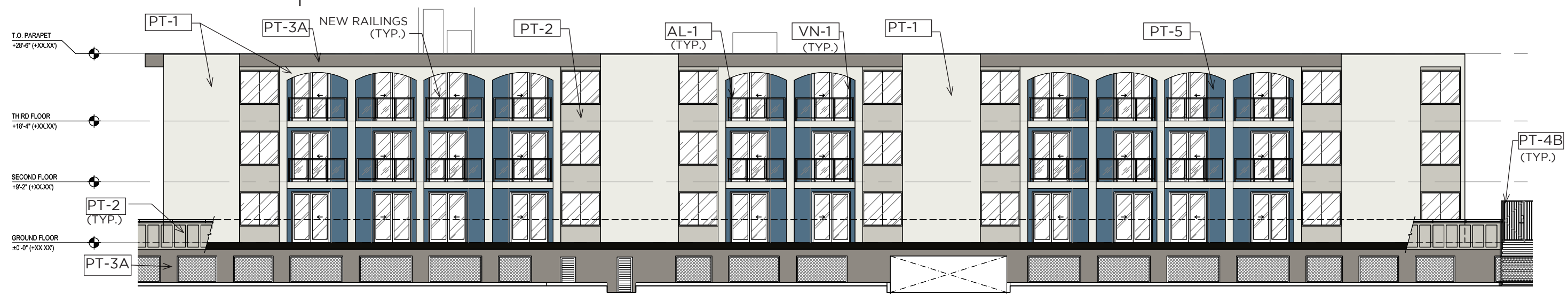
NOTE: (E) MOLDINGS TO BE REMOVED.

NOTE: (E) BALCONY RAILINGS TO BE REPLACED.

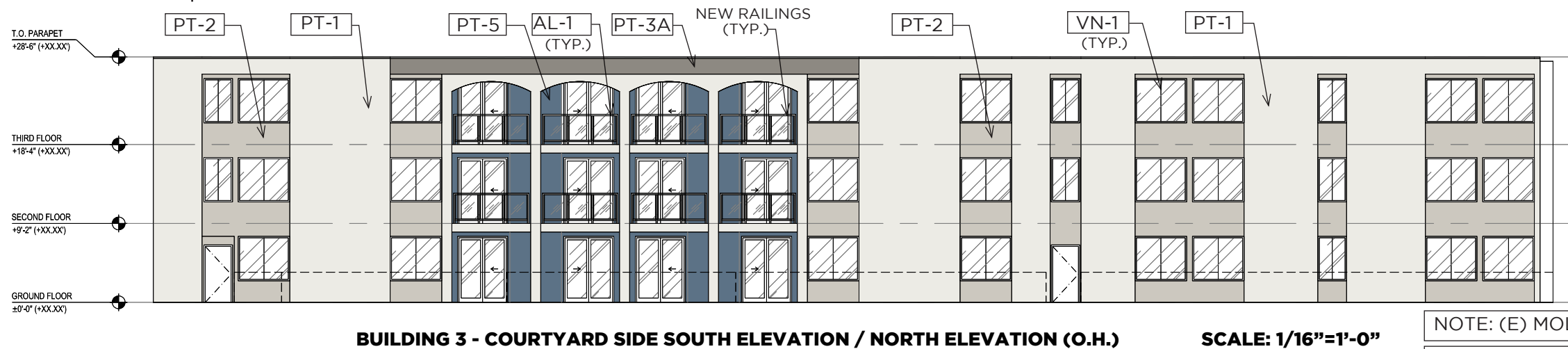
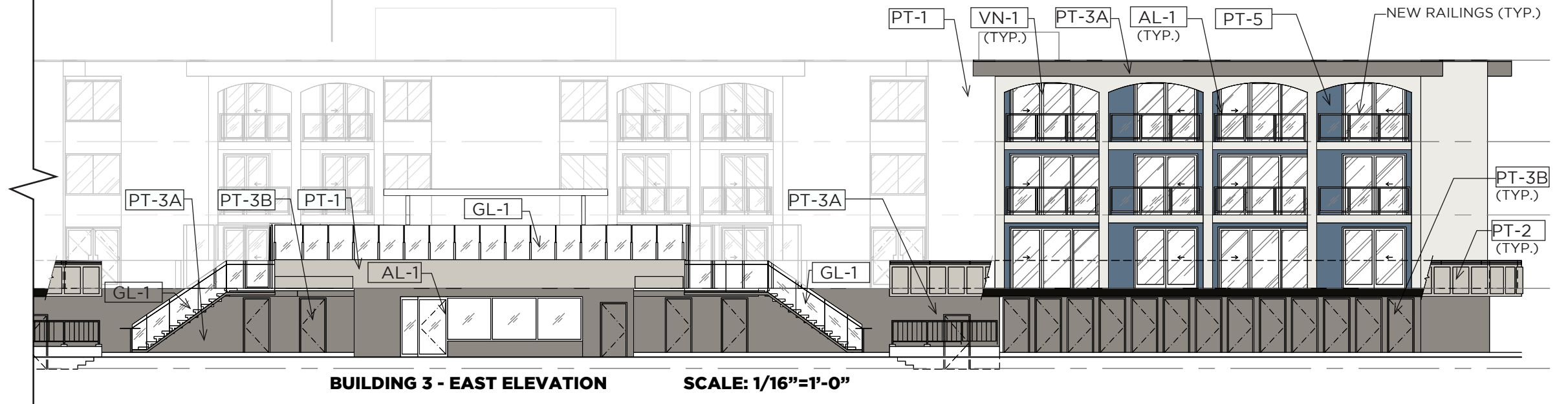
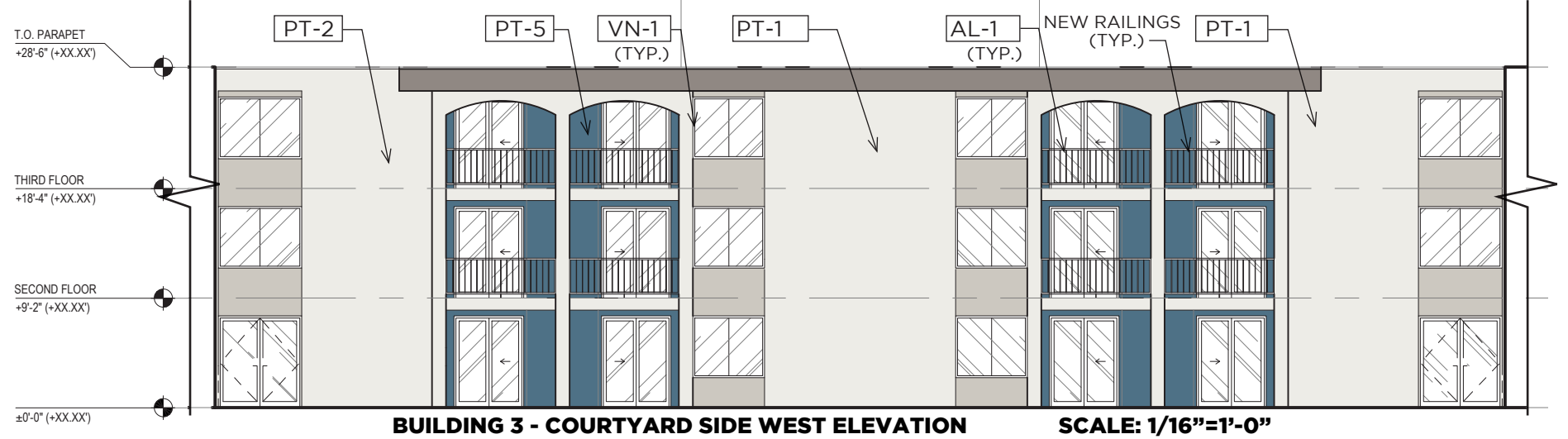
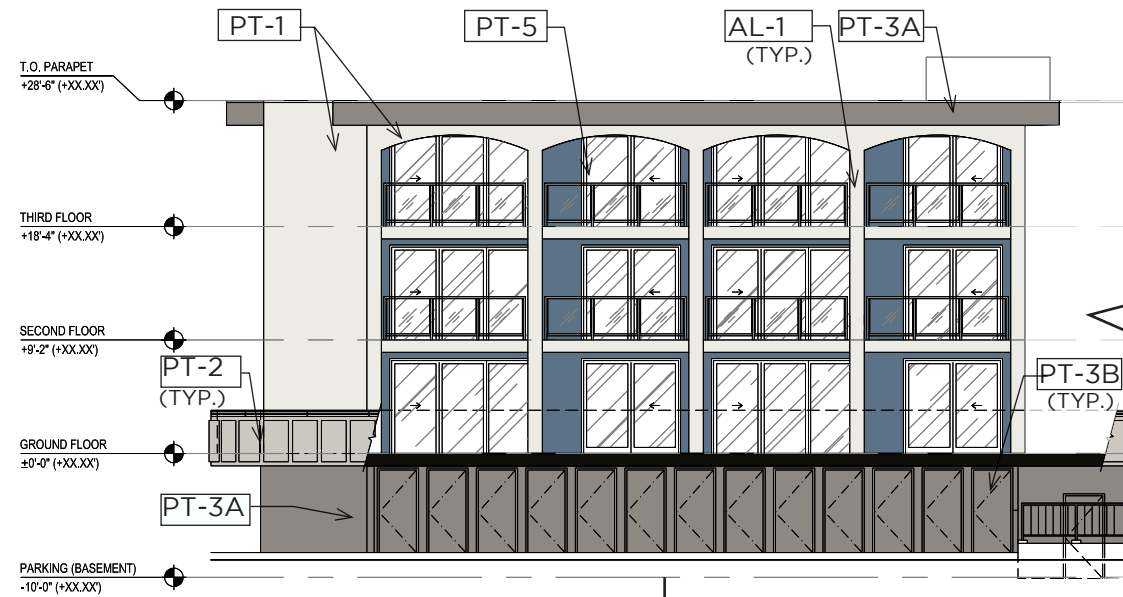
FINISH SCHEDULE				
CODE	MATERIAL	MANUFACTURER	COLOR	LOCATION
AL-1	ALUM.	TBD.	CLR. ANODIZED	NEW STOREFRONT, BALCONY RAILINGS
PT-1	STUCCO	SHERWIN-WILLIAMS	PURE WHITE 7005	ARCHED VOLUME, BALCONY CEILING, BLOCK VOLUMES
PT-2	STUCCO	SHERWIN-WILLIAMS	REPOSE GRAY 7015	DEPRESSED FACES, ENTRY WAYFIND, GUARDRAILS
PT-3A	STUCCO	SHERWIN-WILLIAMS	DOVETAIL 7018	FASCIA, PODIUM BASE
PT-3B	METAL	SHERWIN-WILLIAMS	DOVETAIL 7018	BOATER'S STORAGE DOORS
PT-4B	STEEL	SHERWIN-WILLIAMS	IRON ORE 7069	STAIR RAILINGS, SECURITY GATES
PT-5	STUCCO	SHERWIN-WILLIAMS	INKY BLUE 9149	UNIT BALCONY INTERIOR, AMENITY ENTRY FACE
VN-1	VINYL	MILGARD	SILVER	WINDOWS AND DOORS
GL-1	GLASS	TBD.	CLEAR	WIND SCREEN & GUARDRAILS



BUILDING 2 - WEST ELEVATION **SCALE: 1/16"=1'-0"**

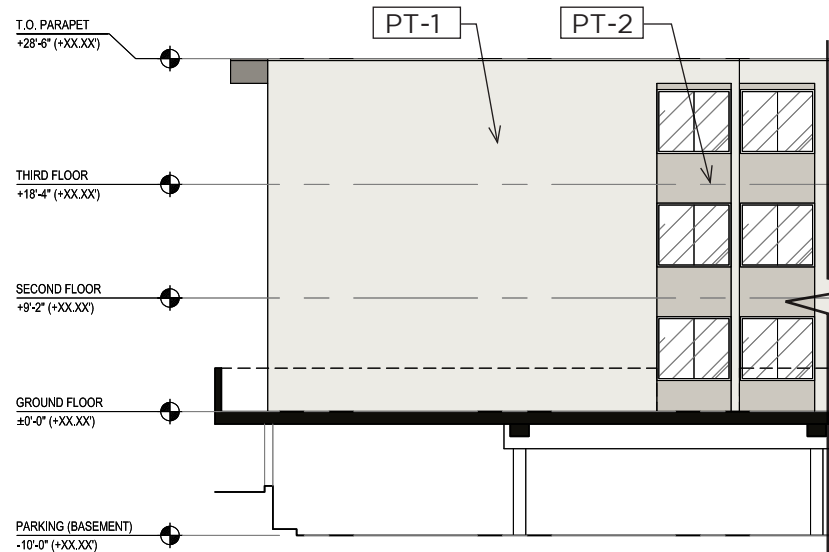


BUILDING 2 - EXTERIOR SIDE SOUTH ELEVATION / NORTH ELEVATION (O.H.) **SCALE: 1/16"=1'-0"**



NOTE: (E) MOLDINGS TO BE REMOVED.

NOTE: (E) BALCONY RAILINGS TO BE REPLACED.



NOTE: (E) MOLDINGS TO BE REMOVED.

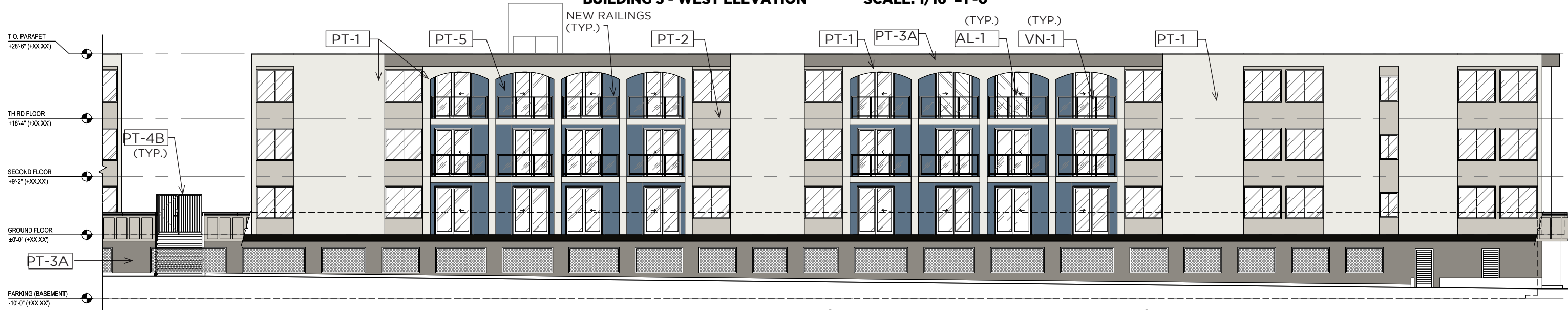
NOTE: (E) BALCONY RAILINGS TO BE REPLACED.

FINISH SCHEDULE				
CODE	MATERIAL	MANUFACTURER	COLOR	LOCATION
AL-1	ALUM.	TBD.	CLR. ANODIZED	NEW STOREFRONT, BALCONY RAILINGS
PT-1	STUCCO	SHERWIN-WILLIAMS	PURE WHITE 7005	ARCHED VOLUME, BALCONY CEILING, BLOCK VOLUMES
PT-2	STUCCO	SHERWIN-WILLIAMS	REPOSE GRAY 7015	DEPRESSED FACES, ENTRY WAYFIND, GUARDRAILS
PT-3A	STUCCO	SHERWIN-WILLIAMS	DOVETAIL 7018	FASCIA, PODIUM BASE
PT-3B	METAL	SHERWIN-WILLIAMS	DOVETAIL 7018	BOATER'S STORAGE DOORS
PT-4B	STEEL	SHERWIN-WILLIAMS	IRON ORE 7069	STAIR RAILINGS, SECURITY GATES
PT-5	STUCCO	SHERWIN-WILLIAMS	INKY BLUE 9149	UNIT BALCONY INTERIOR, AMENITY ENTRY FACE
VN-1	VINYL	MILGARD	SILVER	WINDOWS AND DOORS
GL-1	GLASS	TBD.	CLEAR	WIND SCREEN & GUARDRAILS



BUILDING 3 - WEST ELEVATION

SCALE: 1/16"=1'-0"



BUILDING 3 - EXTERIOR SIDE SOUTH ELEVATION / NORTH ELEVATION (O.H.)

SCALE: 1/16"=1'-0"















NOTE: FURNITURE IS A PLACEHOLDER

DOLPHIN MARINA APARTMENTS
13900 PANAY WAY, MARINA DEL REY, CA 90292

RECREATIONAL COURTYARD 2 VIEW
04/20/2022

ABRAMSON
ARCHITECTS



NOTE: FURNITURE IS A PLACEHOLDER

DOLPHIN MARINA APARTMENTS
13900 PANAY WAY, MARINA DEL REY, CA 90292

QUIET COURTYARD 3 VIEW
04/20/2022

ABRAMSON
ARCHITECTS



NOTE: FURNITURE IS A PLACEHOLDER

DOLPHIN MARINA APARTMENTS
13900 PANAY WAY, MARINA DEL REY, CA 90292

QUIET COURTYARD 3 VIEW
04/20/2022

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NOTE: FURNITURE IS A PLACEHOLDER

DOLPHIN MARINA APARTMENTS
13900 PANAY WAY, MARINA DEL REY, CA 90292

SOCIAL COURTYARD 4 VIEW
04/20/2022

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April 20, 2022

TO: Design Control Board

FROM: Gary Jones, Director 

SUBJECT: ITEM 5A – PARCEL 50 – WATERSIDE SHOPPING CENTER / WARBY PARKER – DCB # 22-002 – CONSIDERATION OF BUILDING MODIFICATIONS AND NEW SIGNAGE

Item 5A on your agenda is a submittal from Warby Parker (Applicant), seeking approval for a building modification and new signage at the Waterside Shopping Center. The project is located at 4716 Admiralty Way.

PROJECT OVERVIEW

Existing Conditions

The 1,200 square foot tenant space is located within the Waterside Shopping Center and is currently vacant. The storefront features a large metal awning over the entrance.

Proposed Project

The Applicant proposes to remodel the building façade and install two new tenant signs.

BUILDING DESIGN

Building Façade

The existing stucco facade, brick accent feature, and metal canopy would be painted *Oxford White*. The existing storefront door and window frames would be treated with a spray coating suitable for metal surfaces to match the *Oxford White* stucco and the existing entryway stone frame would be painted *Yosemite Blue*.

SITE DESIGN

Bicycle Parking

The Applicant proposes to remove three existing bicycle racks near the main entrance and replace them with a new approximately 6 ½' wide by 2 ½' tall, *Yosemite Blue* colored, powder coated aluminum eyeglass-shaped bike rack.



SIGNAGE

Building Façade

The Applicant proposes to install one wall-mounted tenant identification sign above the main entrance of the tenant space, facing the interior of the shopping center. The sign would measure approximately 10'- 1" wide by 9" tall and read "Warby Parker". The face lit sign would feature *gravel gray* colored aluminum channel letters and would be installed approximately 13' above grade.

Blade Sign

The Applicant proposes to install a blade sign at the storefront, facing the pedestrian walkway, mounted approximately 7'-6" above grade. The sign would measure approximately 36" wide by 18" tall and read "Warby Parker". The double-sided, LED illuminated, aluminum sign would be composed of 3/8" thick clear push thru acrylic letters attached to a *Yosemite Blue*, satin finished mounting frame.

Illumination

All signage would be illuminated from 15 minutes prior to sundown until one-hour following the closing of the last restaurant at the site, per the DCB approved sign program for the shopping center.

STAFF REVIEW

Staff finds that the improvements do not alter the overall architectural style of the shopping center and are generally consistent with the Marina del Rey Design Guidelines and the Waterside Shopping Center Master Sign Program. Following DCB approval, all signs are subject to review by the Los Angeles County Department of Regional Planning for conformity with the Marina del Rey Revised Permanent Sign Controls.

Staff recommends APPROVAL of DCB #22-002, subject to the following conditions:

- 1) The Applicant shall obtain approval from the Department of Regional Planning.**
- 2) No change shall be made to the approved design, landscaping, hardscape, materials, or signage without written approval from the Department of Beaches and Harbors Planning Division staff.**
- 3) No substantial change shall be made to the approved design, landscaping, hardscape, materials, or signage without the written consent of the Design Control Board.**

KEY NOTES		GENERAL NOTES
1	LEASE LINE	1. ALL SIGNAGE TO BE FURNISHED AND INSTALLED BY SIGN VENDOR. SHOP DRAWINGS TO BE SUBMITTED TO ALL PARTIES FOR APPROVAL & FILED UNDER SEPARATE PERMIT. 2. G.C. TO VERIFY ATTACHMENT TO BUILDING STRUCTURE REQUIREMENTS WITH LANDLORD PRIOR TO CONSTRUCTION. 3. STOREFRONT CONSTRUCTION SHALL BE SELF SUPPORTING FROM THE FLOOR OR BRACED HORIZONTALLY/LATERALLY TO THE OVERHEAD STRUCTURE (NOT TO DECK). STOREFRONT TO BE STRUCTURALLY INDEPENDENT OF THE MALL/BUILDING FASCIA AND BULKHEAD STRUCTURE.
2	EXISTING STOREFRONT GLAZING TO REMAIN. INSPECT FOR CHIPS/ DEFECTS IN GLASS AND NOTIFY CM IMMEDIATELY IF ANY ARE FOUND. GLAZING SYSTEM / MULLIONS TO BE ELECTROSTATIC PAINTED. FINISH: PT-10	
3	EX'G STOREFRONT ENTRY DOOR TO REMAIN, AND TO BE ELECTROSTATIC PAINTED PT-10. INSTALL NEW DOOR PULLS AND PLUG HOLES FROM PREVIOUS HARDWARE. GC TO INSPECT FOR CHIPS/ DEFECTS IN GLASS AND NOTIFY CM IMMEDIATELY IF ANY ARE FOUND.	
4	NEW DAY/NIGHT VINYL SIGNAGE TO BE FILED UNDER SEPARATE PERMIT BY SIGNAGE VENDOR. G.C. TO COORDINATE WITH VENDOR TO PROVIDE POWER AND BLOCKING REQUIREMENTS. GC TO PROVIDE PHOTOCELL SENSOR. NOTE: ILLUMINATED SIGNAGE TO BE ILLUMINATED FROM 15 MIN. PRIOR TO SUNDOWN UNTIL 1-HR FOLLOWING THE CLOSING OF THE LAST RESTAURANT ON SITE.	LANDLORD NOTES • ALL EXTERIOR FINISHES MUST BE MOCKED UP IN THE FIELD FOR REVIEW BEFORE FABRICATION. • ALL EXTERIOR CHANGES MUST GO THROUGH THE LOCAL COUNTY DESIGN REVIEW BOARD INCLUDING SIGNAGE. • WHEN PAINTING A STOREFRONT PLEASE USE A ELECTROSTATIC PROCESS. • LANDLORD DOES NOT TYPICALLY ALLOW PAINTED STONE. – FINAL SCOPE TO BE DETERMINED BETWEEN WP AND LANDLORD. • ALL SIGNAGE MUST BE SUBMITTED ON A SEPARATE SIGN SHOP DRAWING FOR APPROVAL.
5	NEW ILLUMINATED BLADE SIGN TO BE FILED UNDER SEPARATE PERMIT BY SIGNAGE VENDOR. G.C. TO COORDINATE WITH VENDOR TO PROVIDE BLOCKING REQUIREMENTS. NOTE: ILLUMINATED SIGNAGE TO BE ILLUMINATED FROM 15 MIN. PRIOR TO SUNDOWN UNTIL 1-HR FOLLOWING THE CLOSING OF THE LAST RESTAURANT ON SITE.	
6	EXISTING CANOPY TO REMAIN AND RECEIVE NEW OXFORD WHITE (PT-10) SHROUD.	
7	NOT USED.	
8	EXISTING BRICK FACADE TO REMAIN, AND BE PAINTED. FINISH: PT-7.	
9	EXISTING STONE FRAME TO RECEIVE NEW BRAKE METAL FINISH AS SHOWN. FINISH: PT-9.	
10	EXISTING BUILDING FACADE TO REMAIN& BE REFINISHED. G.C. TO PROTECT THROUGHOUT CONSTRUCTION. IF ANY DAMAGES OCCUR G.C. TO PATCH AND REPAIR TO LIKE NEW CONDITIONS. REFINISH FACADE PAINT: PT-7	
11	AREA OF FACADE UNDER CANOPY AND RETURN TO GLAZING SYSTEM TO REMAIN. FINISH TO REMAIN EXISTING WHITE.	

WARBY PARKER FINISH SCHEDULE

PAINT

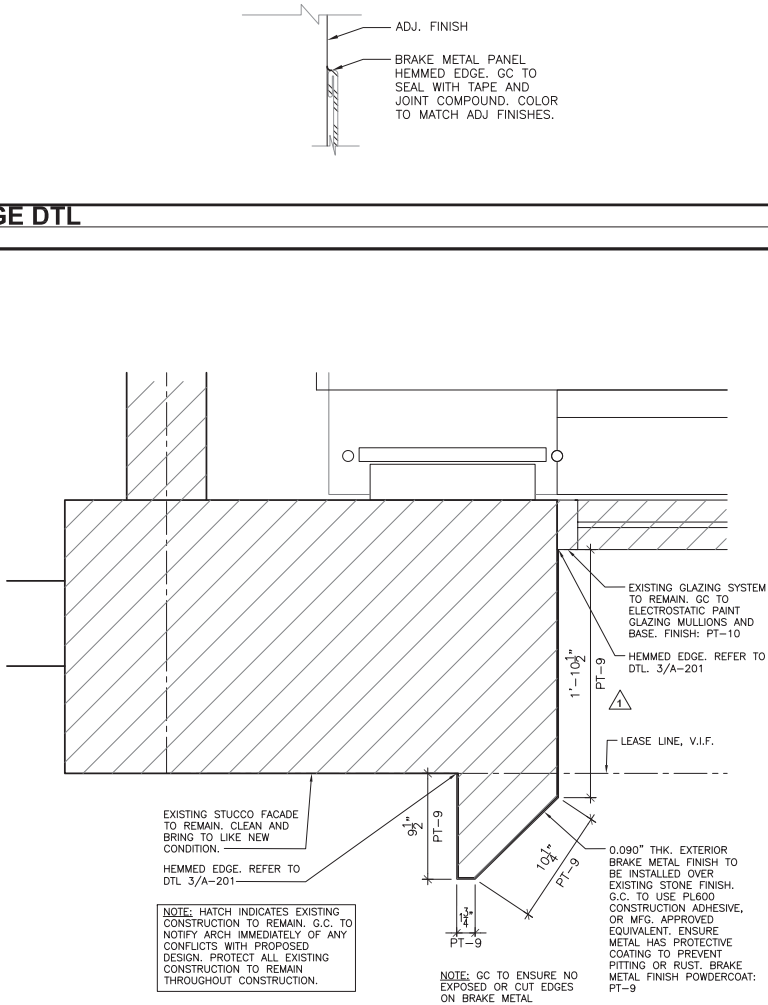
Tag	Description	Location	Dimensions	Specification/Color	Manufacturer	Vendor / Contact	Notes
PT-7	Exterior Paint	Storefront	Reference Drawings	Oxford White # 869, Finish: Satin	Benjamin Moore		See specifications for preparation, primers & coats
PT-9	Exterior Paint	Storefront	Reference Drawings	Powder Coat to match Yosemite Blue 2059-40. Provide finish sample to WVP design manager for review and approval	Benjamin Moore		See specifications for preparation, primers & coats
PT-10	Exterior Paint	Storefront	Reference Drawings	Drylac 049/11350 White Matte	Powder Coat / Electrostatic		See specifications for preparation, primers & coats

METAL FINISHES

Tag	Description	Location	Dimensions	Specification/Color	Manufacturer	Notes
MT-1	Brushed Brass		Reference Drawings	Finish: 606		

3 HEMMED EDGE DTL

SCALE: 6" = 1'-0"

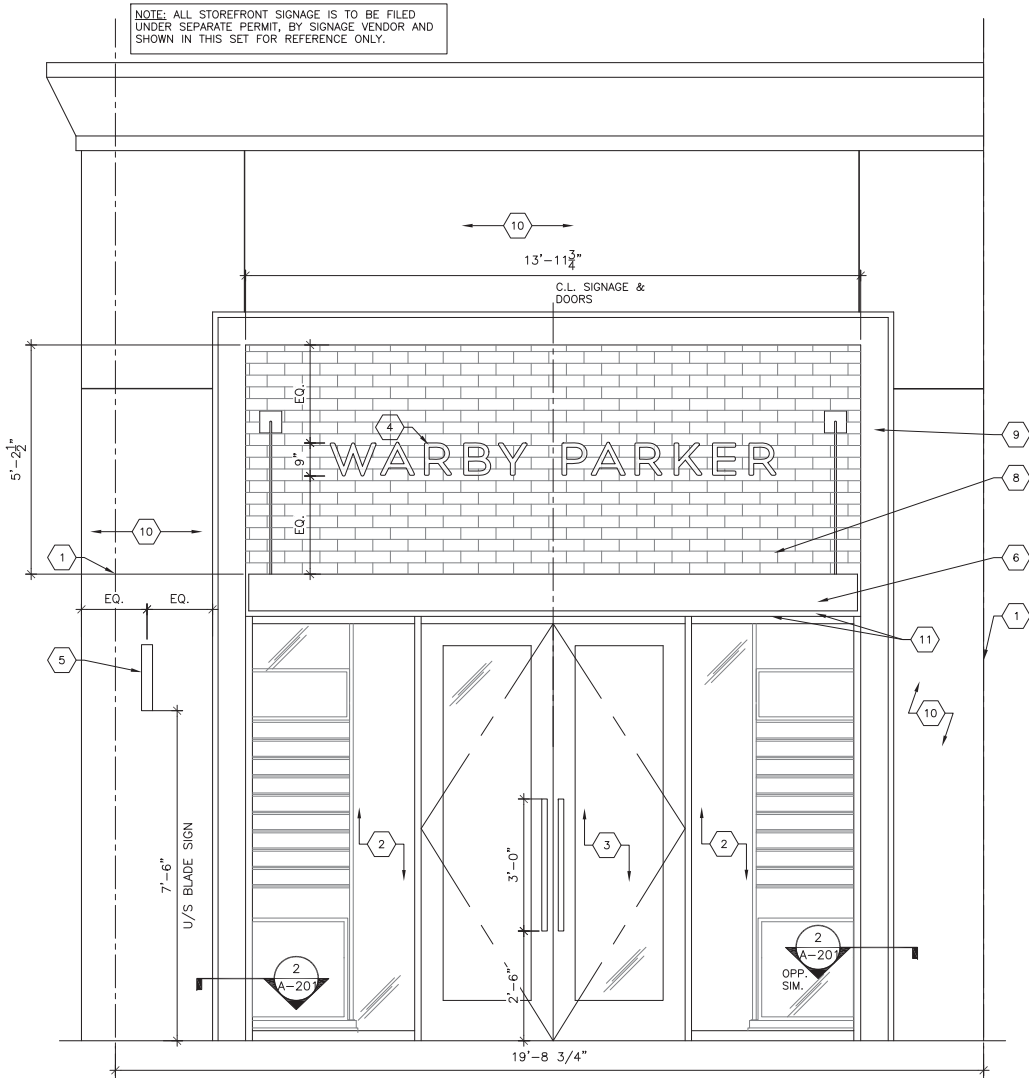


2 ENLARGED STOREFRONT PLAN

SCALE: 1-1/2" = 1'-0"

1 STOREFRONT ELEVATION

SCALE: 1/2" = 1'-0"



WARBY PARKER, INC
233 EAST SPRING STREET
6TH FLOOR
NEW YORK, NY 10018
T (646) 517-5223



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ENGINEER

PROJECT NUMBER
210539

DATE
12.22.2021

DRAWN BY:
KL

CHECK BY:
KS

THESE DRAWINGS WERE COMPLETED UNDER THE DIRECT SUPERVISION OF:

NJT

REVISION LOG:	
ISSUED TO CLIENT	12.22.21
ISSUED FOR PERMIT/LL	01.12.22
ISSUED FOR BID (R1)	201.22

WATERSIDE AT MARINA DEL REY
SPACEA-9
4716 ADMIRALTY WAY
MARINA DEL REY, CA 90292

DRAWING NO.
A-201

STOREFRONT ELEVATION

NICHOLAS J. TRICARICO
ARCHITECT

TRICARICO ARCHITECTURE
AND DESIGN PC

FIRM REGISTRATION NO. LICENSE NO.
-- C15102



SEAL

PROFESSIONAL SEAL

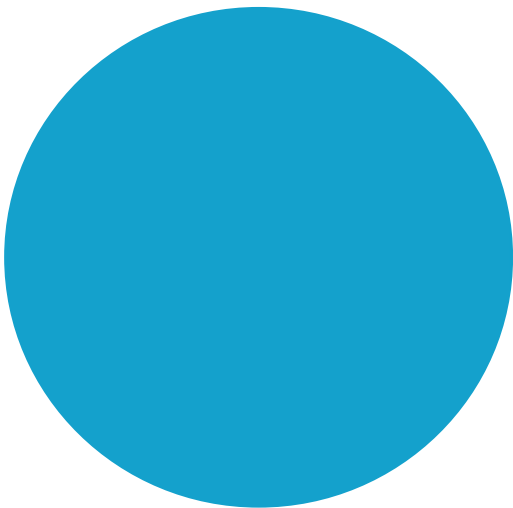
DATE: 12/22/2021

PROJECT NO: 210539

LOCATION: WATERSIDE AT MARINA DEL REY, MARINA DEL REY, CA

PLOT SCALE: 1/1

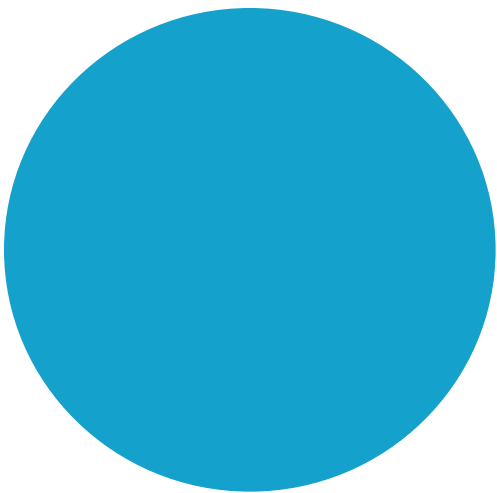
STOREFRONT FINISHES



PAINTED FRAME
Yosemite Blue



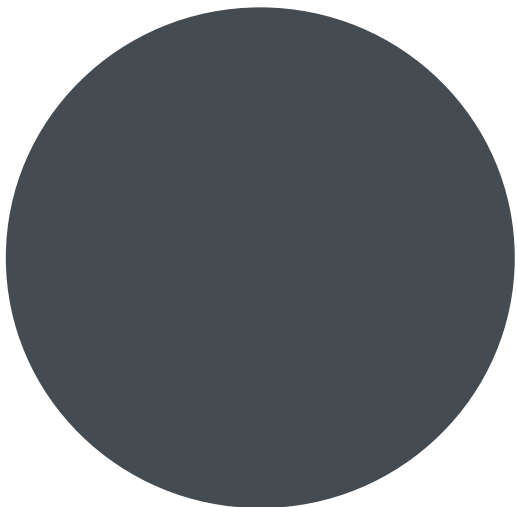
PAINTED STUCCO & BRICK
Oxford White



BLADE SIGN & BIKE RACK
Yosemite Blue



STOREFRONT SYSTEM
Electrostatic paint to match
Oxford White



LOGO
Gravel Grey Day/Night Vinyl





EXISTING CONDITIONS







Store 225
Suite A9
WATERSIDE MARINA
4716 ADMIRALY WAY
MARINA DEL RAY, CA 90292



93 Industry Drive
PO Box 349
Versailles, KY 40383
859.879.1199



WARBY PARKER

Store 225
Suite A9

WATERSIDE MARINA
4716 ADMIRALY WAY
MARINA DEL RAY, CA 90292

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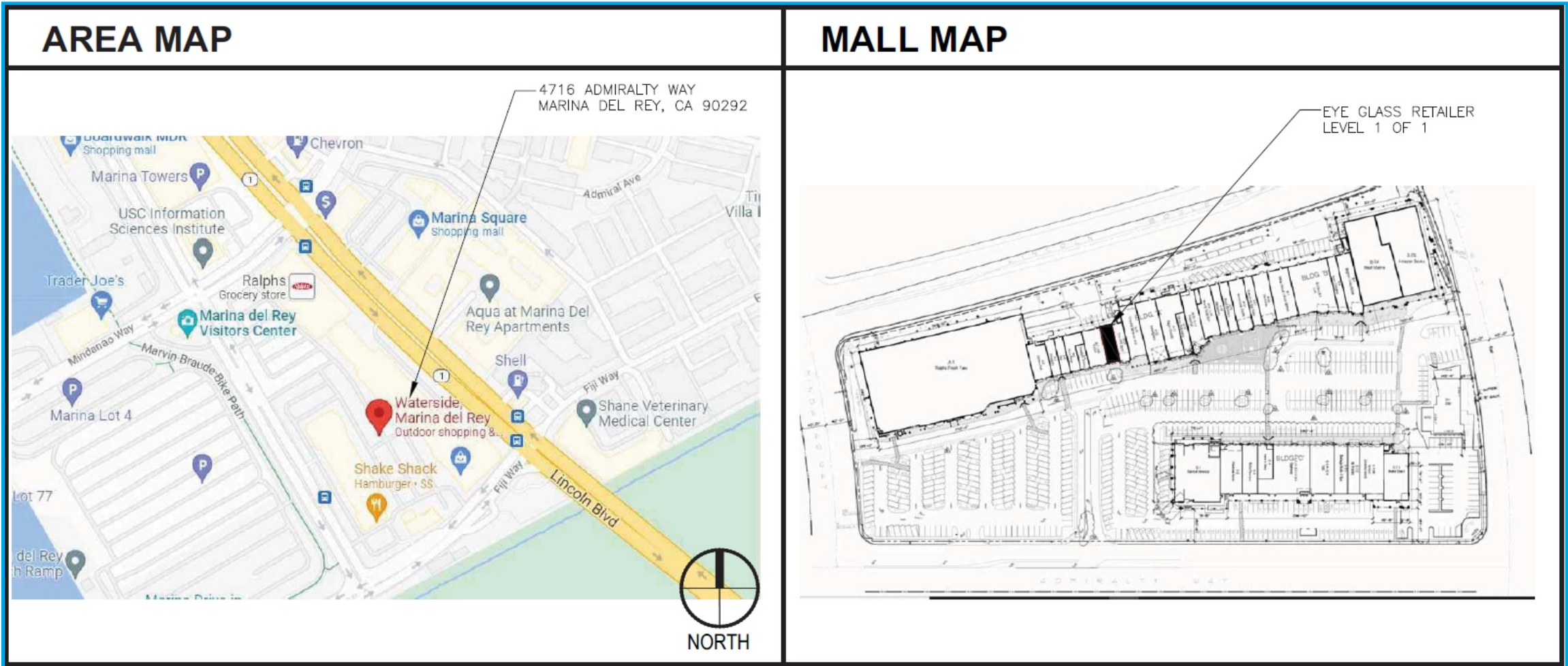
RUGGLES SIGN DOES NOT PROVIDE PRIMARY ELECTRICAL TO SIGN LOCATION!



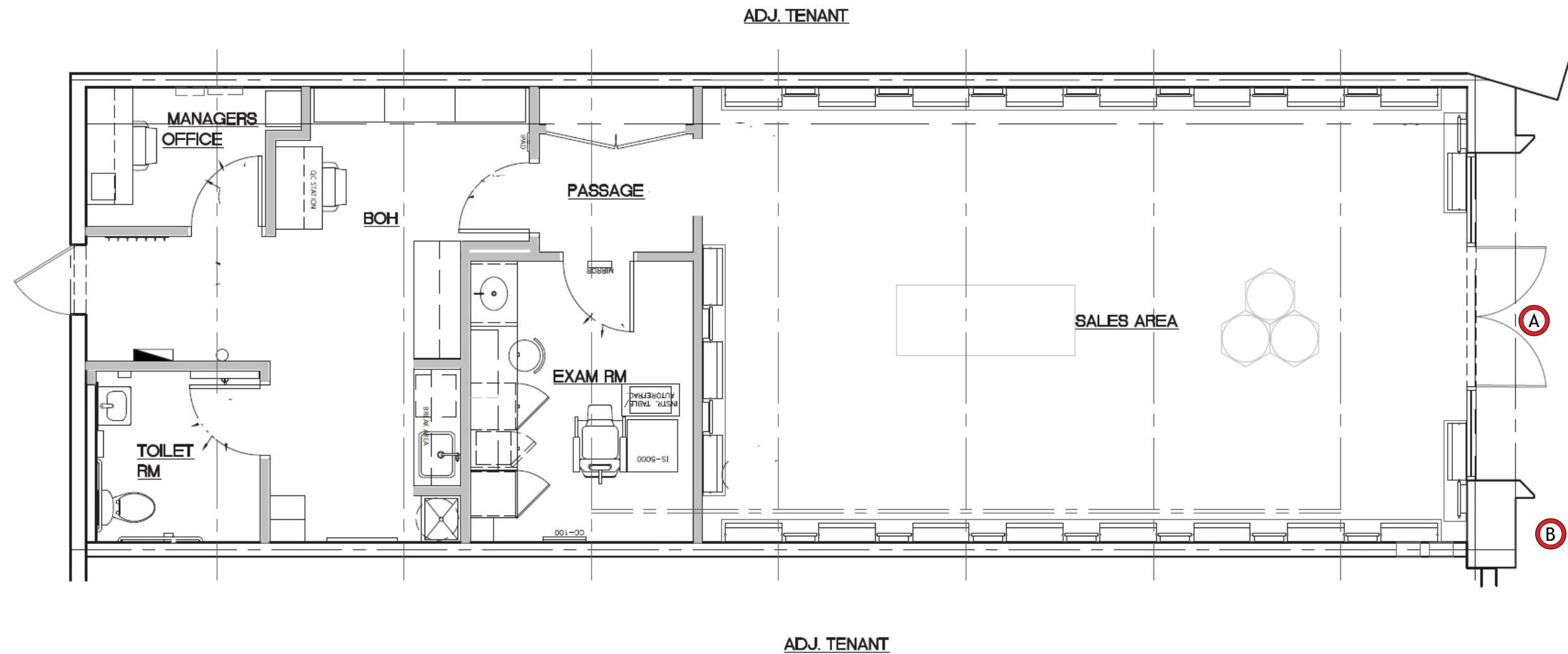
Submittal Date: 03/18/22
Acct Rep: Cody Baker
Designer: Jason Elmore

REVISIONS

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r3: _____	r9: _____
r4: _____	r10: _____
r5: _____	r11: _____
r6: _____	r12: _____



PLAN VIEW



ALL SIGNAGE ON ASTRONOMICAL TIMER (PROVIDED BY GC) TO ALLOW FOR SIGNAGE TO BE ILLUMINATED 15 MINUTES PRIOR TO SUNDOWN UNTIL ONE-HOUR FOLLOWING THE CLOSING OF THE LAST RESTAURANT ON-SITE



93 Industry Drive
PO Box 349
Versailles, KY 40383
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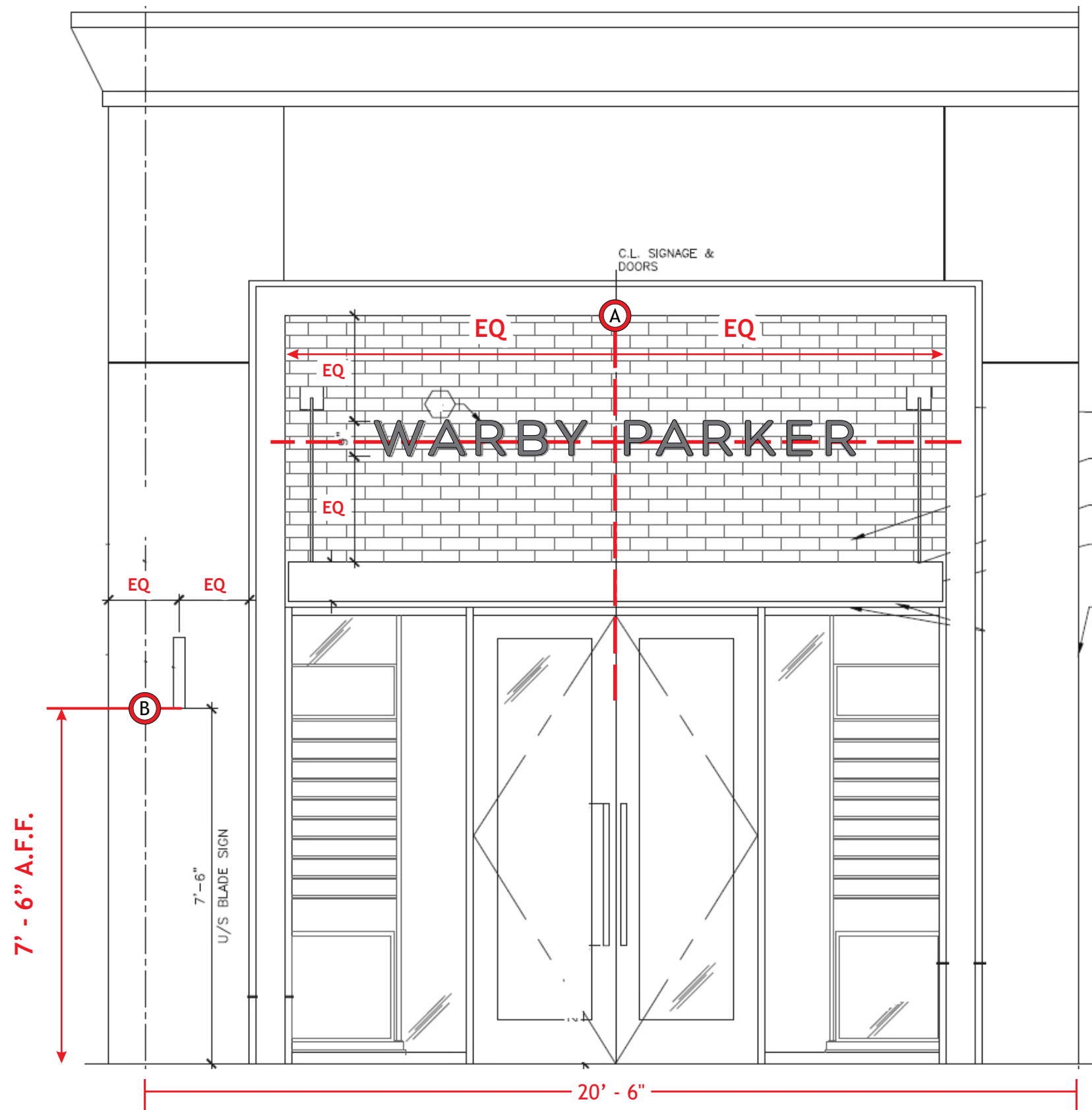
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r6: _____	r12: _____

A WP9FR DN
Qty - 1

B WP BLD36 illum
Qty - 1

STOREFRONT - ELEVATION
Scale 3/8" = 1' - 0"



A WP9FR DN
Qty - 1

B WP BLD36 illum
Qty - 1



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PO Box 349
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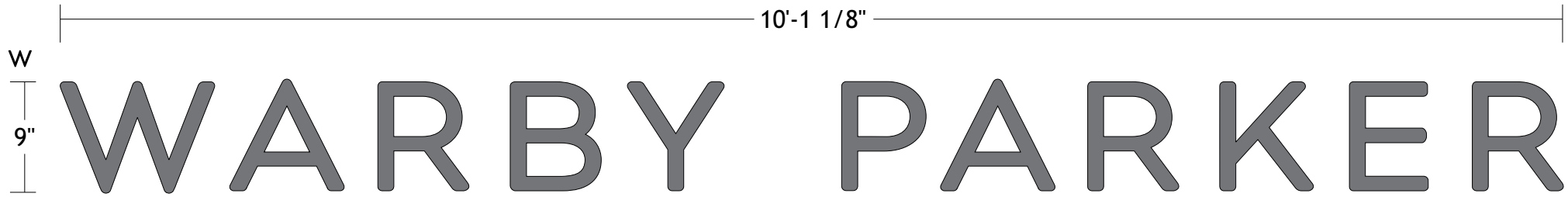


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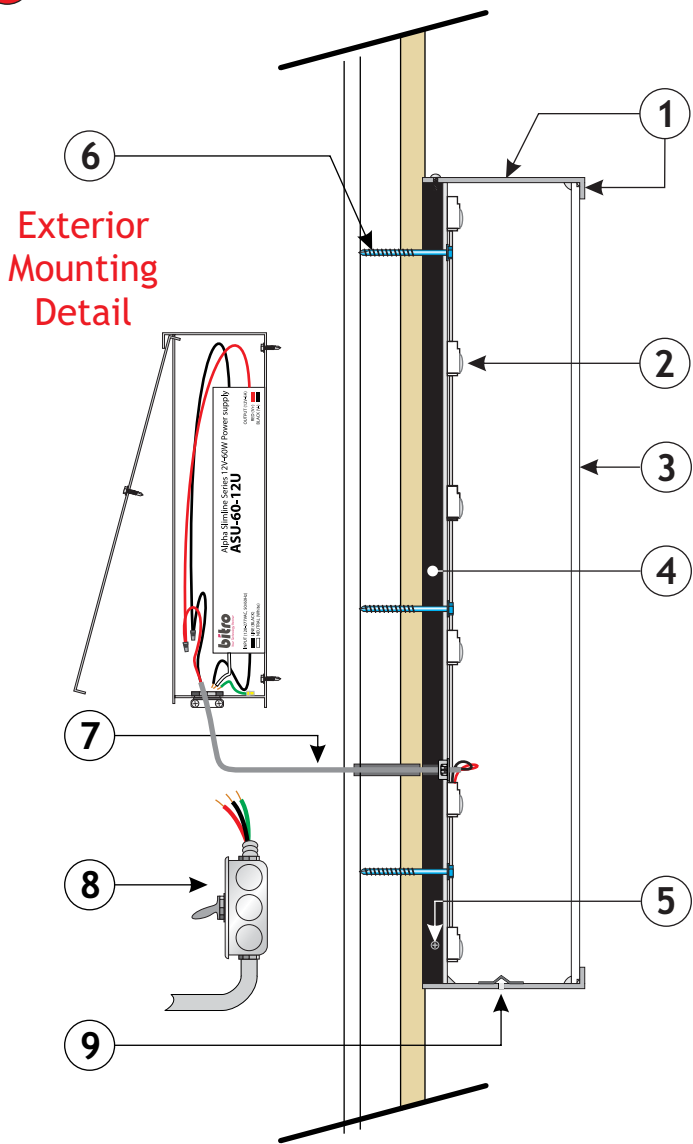
A FACE RING ILLUMINATED CHANNEL LETTERS - ELEVATION
Scale: 1/2" = 1' - 0"



93 Industry Drive
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Versailles, KY 40383
859.879.1199



FACE RING CHANNEL LETTER - SECTION



SIGN - DETAILS

- 1 2 1/2" DEEP, FABRICATED METAL LETTER RETURNS WITH 1/4" WIDE METAL FACE RING, PAINTED Gravel Gray 2127-30 ON EXTERIOR SURFACES, INTERIOR PAINTED HIGH GLOSS WHITE
- 2 bitro Bantam Plus 4000K White LED UNITS TO ILLUMINATE LETTERS, MOUNTED TO .040 WHITE ALUMINUM INSERT OVER LETTER BACKS, DIRECT LIGHT TOWARD FACE OF LETTER
- 3 3/16" THICK, 2447 WHITE ROUTED ACRYLIC LETTER FACES WITH DAY/NIGHT VINYL PAINTED Gravel Gray 2127-30 AND APPLIED FIRST SURFACE TO LETTER FACE. FACE IS GLUED AROUND INTERIOR PERIMETER, PERIMETER OF FACES ARE ROUTED TO SET FLUSH AGAINST INSIDE OF FACE RING
- 4 1/4" THICK, BLACK PVC LETTER BACK
- 5 #4 PAN HEAD SCREWS PAINTED TO MATCH RETURN WILL SECURE LETTER CANS TO PVC LETTER BACKS SCREWS ON TOP & SIDE RETURNS, NO SCREWS ON BOTTOM OF RETURNS FOR MINIMAL VISIBILITY
- 6 LETTERS MOUNT FLUSH TO STOREFRONT SURFACE WITH SITE SPECIFIC FASTENERS
- 7 SNAP BUSHING FOR LOW VOLTAGE PASS-THRU TO bitro Alpha Slimline 12V-60W Power Supply (ASU-60-12U) (120-277 VOLT) CONTAINED INSIDE Paige Electric SNAP 2 box (980054C) Secondary connections must be as short as possible.
- 8 DEDICATED PRIMARY SIGN CIRCUIT AND DISCONNECT PROVIDED BY ELECTRICIAN
- 9 DRAIN HOLE IN BOTTOM OF LETTER RETURN WITH LIGHT COVER

WARBY PARKER

Store 225
Suite A9

WATERSIDE MARINA
4716 ADMIRALY WAY
MARINA DEL RAY, CA 90292

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RUGGLES SIGN DOES NOT PROVIDE PRIMARY ELECTRICAL TO SIGN LOCATION!

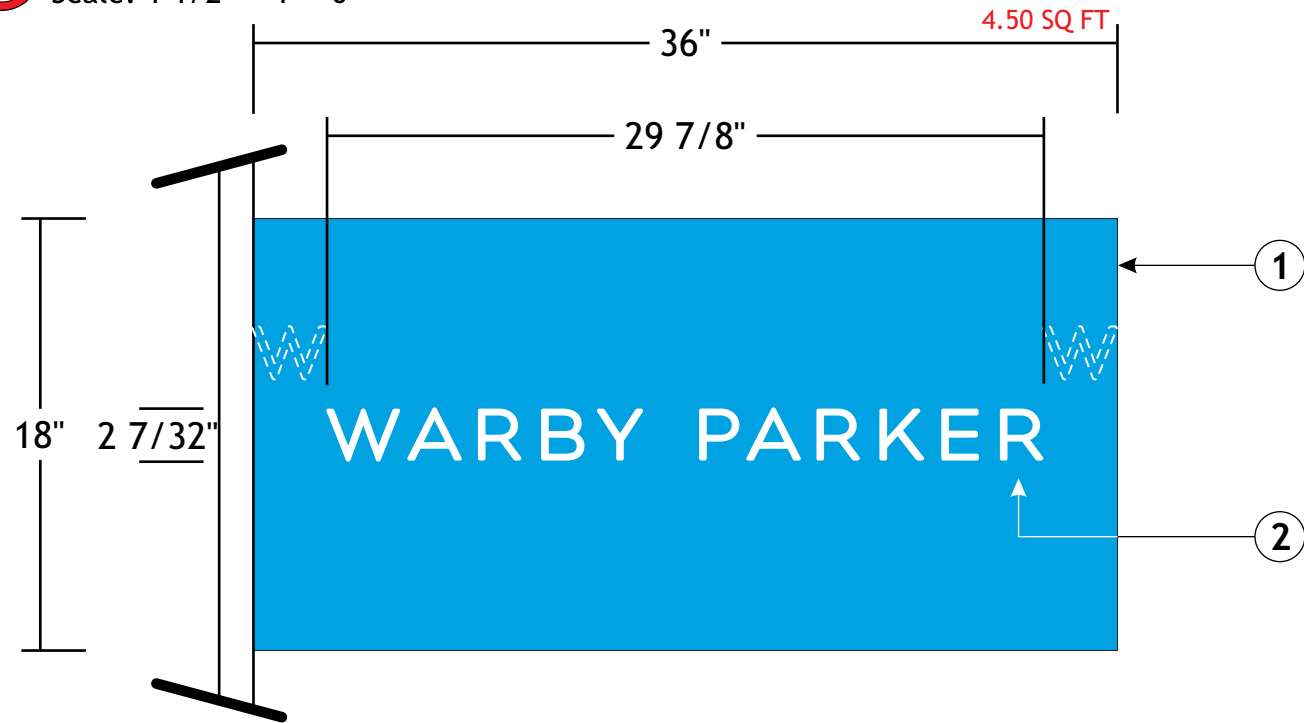


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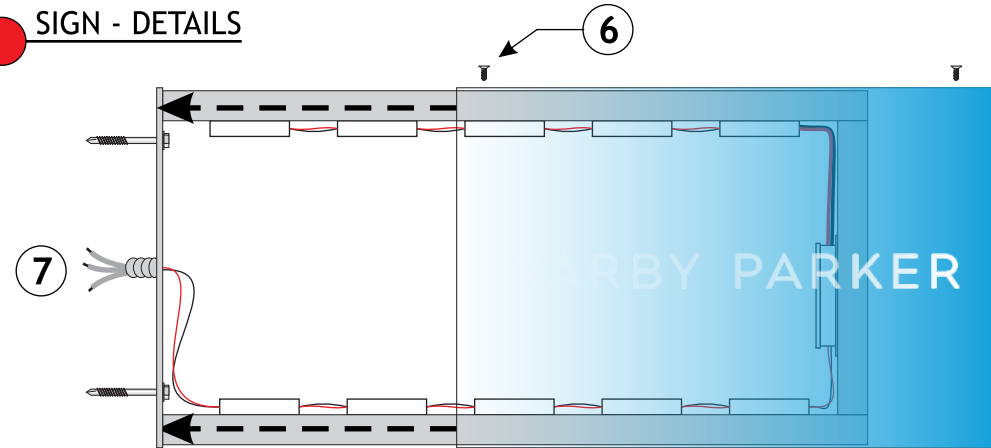
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r5: _____	r11: _____
r6: _____	r12: _____

B BLADE SIGN - ELEVATION
Scale: 1 1/2" = 1' - 0"



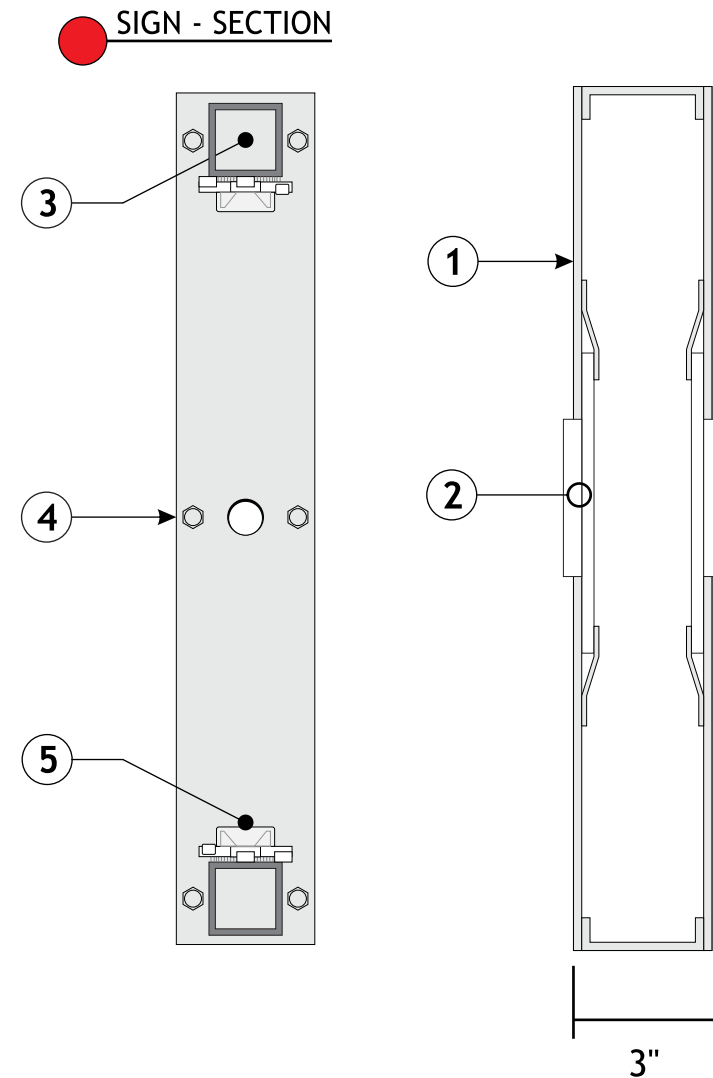
SIGN - DETAILS



SIGN - DETAILS

- 1 FABRICATED ILLUMINATED ALUMINUM SIGN BOX WILL SLIDE OVER MOUNTING FRAME
BLADE SIGN PAINTED WP corporate Blue, SATIN FINISH ON ALL SIDES
- 2 3/8" THICK CLEAR PUSH THRU ACRYLIC LETTERS WITH MILLED EDGES AND FROSTED FACES
GLUED TO 3/16" 7328 WHITE DIFFUSER PANELS. PANELS HELD INTO PLACE WITH Z-TRACKS
- 3 ALUMINUM STRUCTURE FRAME IS WELDED TO A 1/4" THICK ALUMINUM MOUNTING PLATE
- 4 MOUNTING PLATE / FRAME ASSEMBLY IS BOLTED DIRECTLY TO WALL WITH 1/4" x 6" LAG BOLTS
ENTIRE FRAMING & HARDWARE WILL BE HIDDEN ONCE THE "SIGN BOX" IS INSTALLED

SIGN - SECTION



- 5 GE Tetra EdgeStrip HO 5000K LED UNITS TO ILLUMINATE SIGN, LEDS ARE MOUNTED
ALONG TOP AND BOTTOM OF THE SIGN FRAME
- 6 SIGN BOX IS REMOVABLE WITH COUNTERSUNK SCREWS ON TOP
- 7 PRIMARY WIRING THROUGH G.C. PROVIDED BLOCKING, CENTER OF MOUNTING PLATE
TO SELF CONTAINED 24V LOW VOLTAGE POWER SUPPLY



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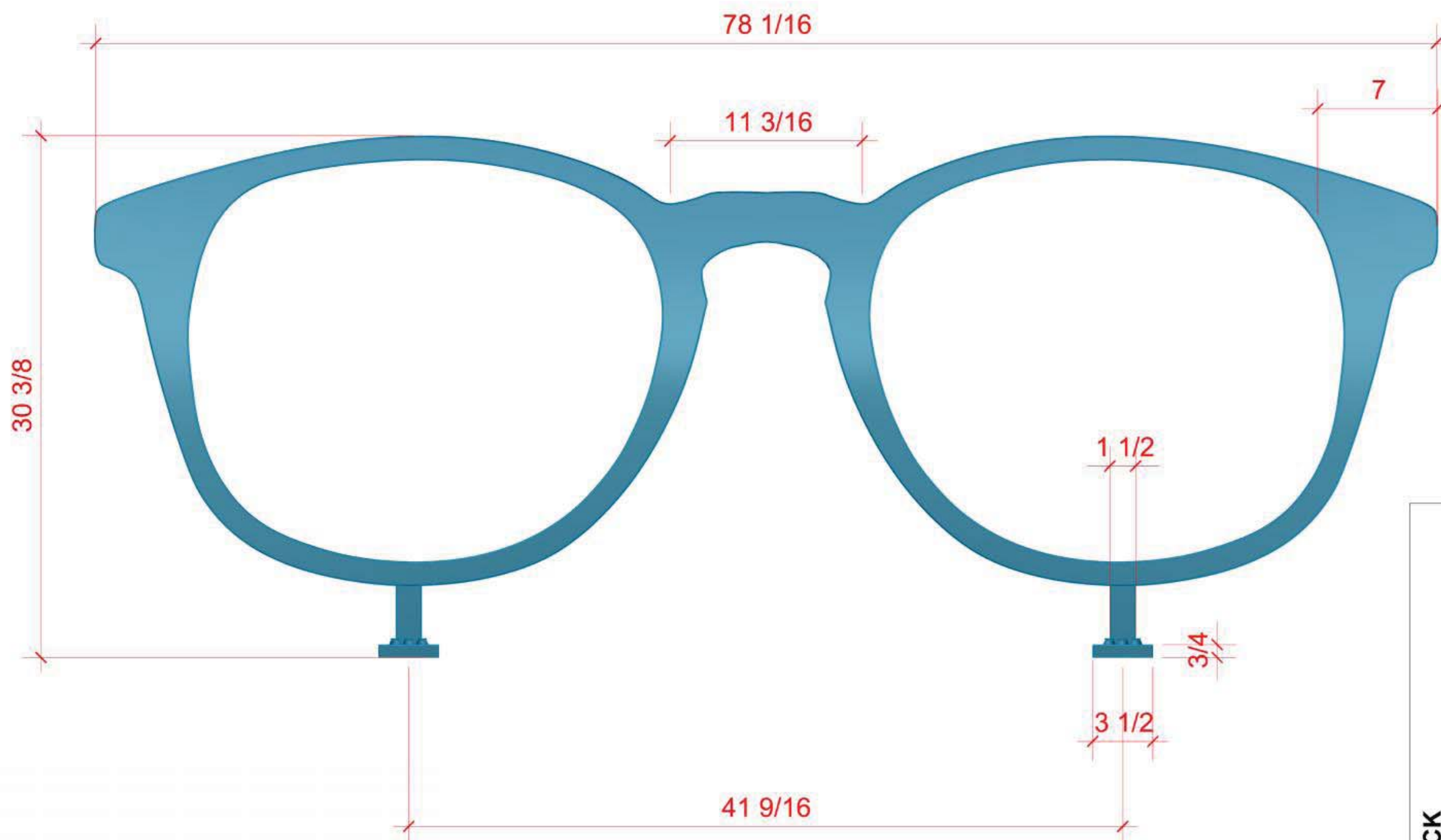


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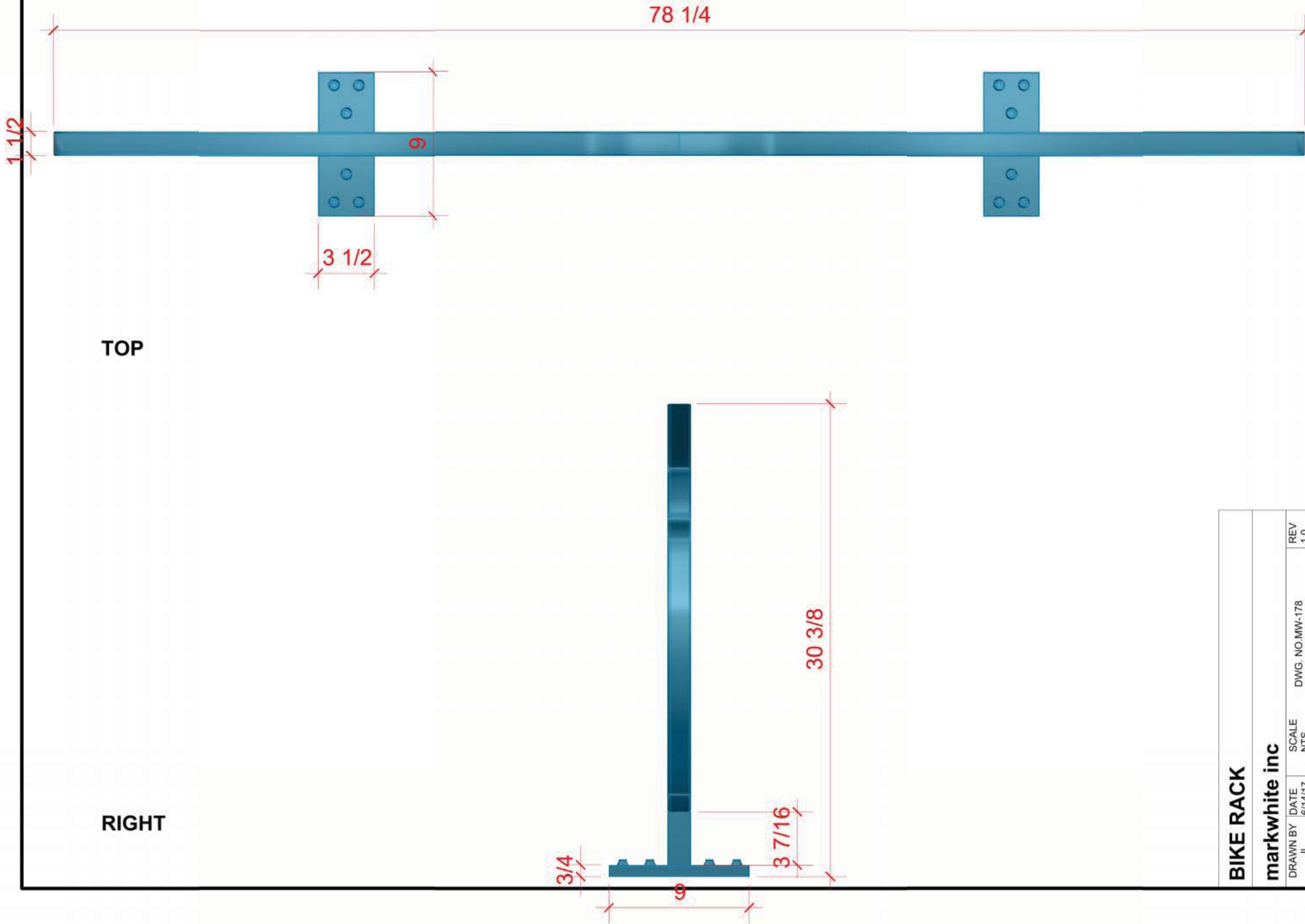
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WP BLD36 illum



FRONT

BIKE RACK			
markwhite inc			
DRAWN BY	DATE	SCALE	REV.
JL	6/14/17	NTS	1.0
CLIENT/JOB	PAGE 1		
WARBY PARKER	APPROVED BY		



TOP

RIGHT

BIKE RACK		markwhite inc	
DRAWN BY JL	DATE 6/14/17	SCALE NTS	DWG. NO.MW-178
CLIENT/JOB WARBY PARKER	PAGE 2	APPROVED BY	REV 1.0



Caring for Our Coast

♦ ♦ ♦
Gary Jones
Director

Kerry Silverstrom
Chief Deputy

Amy M. Caves
Deputy Director

Carol Baker
Deputy Director

April 20, 2022

TO: Design Control Board

FROM: Gary Jones, Director 

SUBJECT: ITEM 5B – MARINA DEL REY DESIGN GUIDELINES UPDATE

Item 5B on your agenda is an item from the County of Los Angeles Department of Beaches and Harbors (DBH), for the consideration of the updated *Marina del Rey Design Guidelines*. Today's presentation is informational and to seek your Board's input, and we will seek your approval of any proposed revisions to the Guidelines at a later meeting.

PROJECT OVERVIEW

Background

On October 20, 2016, your Board approved the Marina del Rey Design Guidelines. The purpose of these design guidelines is to ensure that all new improvements and developments in Marina del Rey maintain a high quality of design that complements the water and boating, distinguish the Marina as a premier waterfront visitor-serving destination, improve the perception of the Marina as a functioning harbor, embrace the right of the public to enjoy this recreational resource, and enhance opportunities for boating and recreation in the Marina. These design guidelines serve as a reference that articulates the County's desired aesthetic, unified character, and level of quality for projects in the Marina. The guidelines are intended to encourage innovative building and landscape designs and creative use of materials to bring about a contemporary, "beachy," and fun environment that complements Marina del Rey's waterfront setting, and contributes to its visitor-serving, residential, commercial, boating, and recreational needs and character.

Summary of Changes

Staff has conducted a periodic review of the Marina del Rey Design Guidelines, which can be found on DBH's website at the following link: http://file.lacounty.gov/SDSInter/dbh/docs/1017705_MdR_DesignGuidelines.pdf. As part of the review, staff has identified areas for improvement and provided recommendations for your Board's review. The document has been revised to remove inconsistencies and redundancies, and to be made more streamlined and user-friendly. Additional changes are outlined below:



- *Placemaking & Wayfinding Chapter.* The *Community Gateways* and *Community Markers* subsections have been reorganized into a new section called *Public Wayfinding Elements*. On September 15, 2021, the Los Angeles County Board of Supervisors voted to adopt the Public Art in Private Development (PAPD) Ordinance. The Ordinance allocates a 1% fee of the building valuation of eligible private development projects in unincorporated areas of the County to fund public arts, cultural facilities, conservation, and artistic and cultural services and programs within the project's site area or a five-mile radius of the project site. Due to the passing of this ordinance, the design guideline to develop a Marina-wide civic art policy is no longer relevant, and was removed.
- *Streetscapes Chapter.* The *Landscaping* subsection of this chapter was streamlined and revised to align with current tree planting practices in the Marina. The public art subsection was updated to align with the public art related guidelines listed in the *Placemaking & Wayfinding* chapter.
- *Public Promenade & Waterfront Chapter.* To avoid abrupt paving design changes between leaseholds, the *Paving* subsection notes that promenade transition bands should be a minimum of 6" wide and promenade transitions should be articulated with a different color, paver pattern, or stamped concrete. Trash receptacle guidelines were updated to align with Santa Monica Bay Total Maximum Daily Load (TMDL) best practices for reducing nearshore and offshore debris that enter Marina waters. A requirement to include root barriers when planting promenade trees was added to the *Landscaping* subsection. The *Railing & Gates* subsection was modified to include that, where feasible, railing designs should complement the leasehold's architecture and transition smoothly to the neighboring leasehold's promenade. In addition, a guideline that furnishings should be located along the promenade to preserve views of the harbor was added.
- *Site Chapter.* A guideline was updated to encourage LEED Gold or equivalent for buildings over 10,000 square feet, in accordance with the County's goals. The *Bicycle Amenities* subsection was modified to include bicycle repair stations to encourage alternative transportation modes, especially near mobility hubs and bicycle paths. Water bottle refill stations were added as a desired amenity for site developments, in addition to traditional drinking fountains. A guideline was added to notify applicants that any tree removed from a site should be replaced in accordance with the Marina del Rey Local Coastal Program. A guideline was also added to the *Interpretive Elements* subsection which encourages developers to highlight topics relevant to the Marina such as history, wildlife, and water quality. Additional clarifying language was added to several guidelines.
- *Building Chapter.* A guideline was added to encourage the activation of rooftops with view decks, parks, or gardens. A guideline that building edges be buffered from parking lots with pedestrian walkways or landscaping was also added.

Emphasis was placed on encouraging creative, high quality architecture that elicits strong visual interest for buildings that are visible from the water or street.

- *Parks Chapter.* Water bottle refill stations were added as a preferred amenity in park spaces, in addition to furnishings that contain durable materials suitable for a marine environment. A guideline was clarified to encourage applicants to create a story for interpretive signage that identifies sustainable characteristics found at parks (e.g. native or drought tolerant landscaping, water, and energy efficiency features). Two new guidelines related to the Principles of Universal Design and the Sustainable Sites Initiative were added to this chapter to align with the County's regional sustainability plan, *OurCounty*.
- An updated numbering system was applied to each guideline.
- New images of local design influences were added to draw from recently completed projects within Marina del Rey.
- Staff has updated the document to be consistent with various Department sustainability initiatives and the County's regional sustainability plan.

STAFF REVIEW

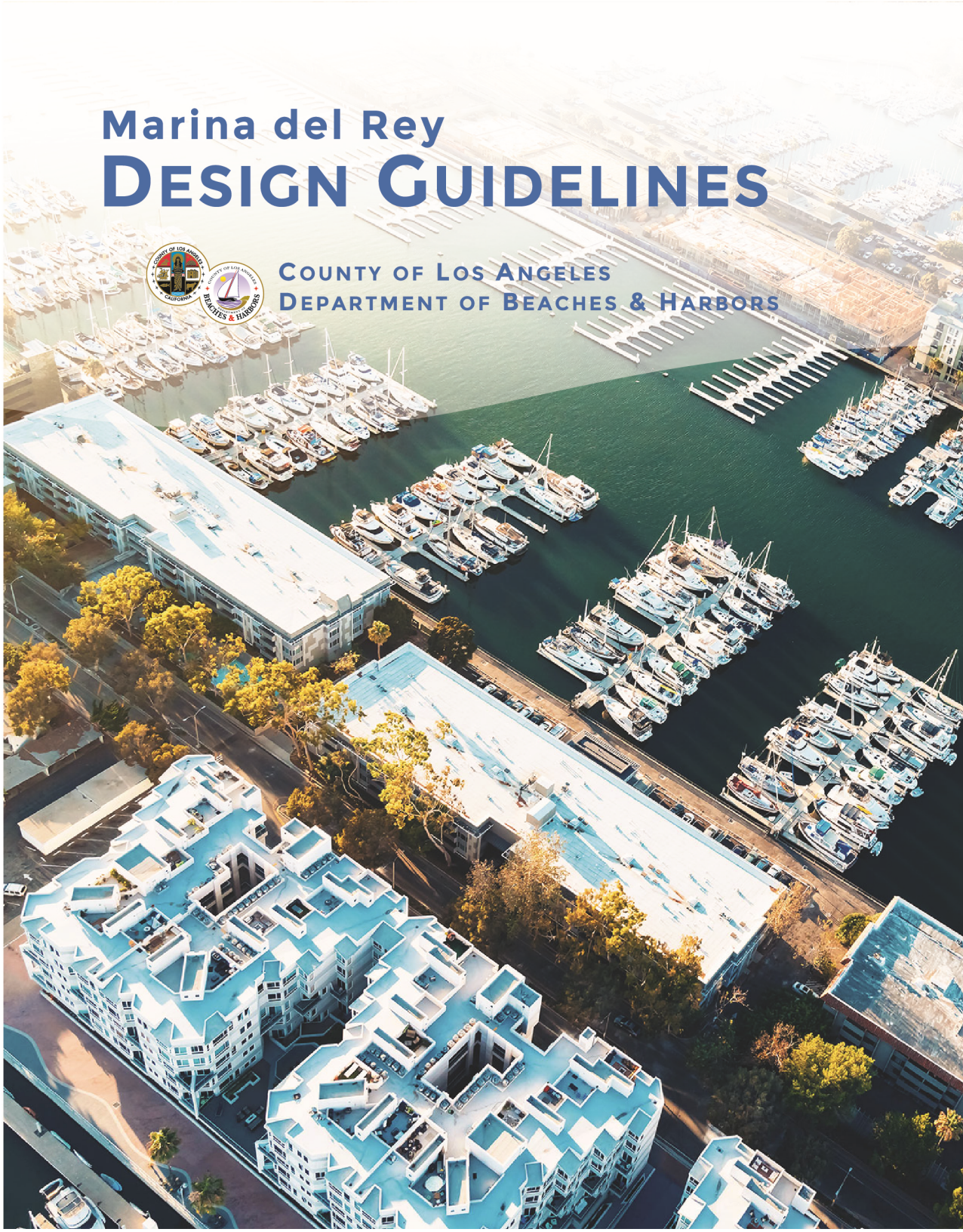
Staff recommends that the item be continued to provide adequate time for your Board to review the document and provide comments to staff.

GJ:WO:pw

Marina del Rey DESIGN GUIDELINES



COUNTY OF LOS ANGELES
DEPARTMENT OF BEACHES & HARBORS



County of Los Angeles
Department of Beaches & Harbors
Gary Jones, Director

This document was approved by the Design Control Board on ~~October 20, 2016~~ February 16, 2022.

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DEPARTMENT OF BEACHES AND HARBORS, PLANNING DIVISION

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~~Mie Jones~~

~~Troy Evangelho~~

~~DEPARTMENT OF REGIONAL PLANNING~~

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~~Kevin Finkel~~

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DESIGN GUIDELINES TASK FORCE (2007-2008)

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Steven H. Curran

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Beverly Moore

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Patricia Younis

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I. INTRODUCTION

This chapter outlines the background and purpose of the Marina del Rey Design Guidelines, how to use the document, and the County's design objectives for achieving innovative, attractive design for all public and private improvements and developments in Marina del Rey.





COUNTY OF LOS ANGELES
MARINA DEL REY

Existing Land Uses

MAP KEY

Existing Uses

- Marine Commercial
- Boat Storage
- Visitor-Serving Commercial / Office
- Parks/Open Space
- Residential
- Hotel
- Public Facilities
- Parking Lot

- Marina del Rey Boundary
- Marvin Braude Bike Trail
- Dr. William A. Burke Marina Walk Promenade

ABOUT MARINA DEL REY

Marina del Rey is a small-craft harbor, visitor-serving destination, and residential community located in western Los Angeles County along the Santa Monica Bay. Since its development in the mid-1960's, Marina del Rey has held the distinction of being the largest man-made small craft harbor in the Country. With 403 acres of land, 401 acres of water, and over 4,700 boat slips, Marina del Rey is also one of the largest economic and recreational assets owned and managed by Los Angeles County.

PURPOSE

The purpose of these design guidelines is to ensure that all new improvements and developments in Marina del Rey maintain a high quality of design that complements the water and boating, distinguish the Marina as a premier waterfront visitor-serving destination, improve the perception of the Marina as a functioning harbor, embrace the right of the public to enjoy this recreational resource, and enhance opportunities for boating and recreation in the Marina.

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USERS OF THESE DESIGN GUIDELINES

These guidelines are intended to be used by the Marina del Rey Design Control Board (DCB), the Regional Planning Commission, and the Los Angeles County Department of Beaches and Harbors (DBH), in

reviewing and evaluating the external design of public and private improvements in Marina del Rey.

HOW TO USE THIS DOCUMENT

Project applicants, designers, and architects are expected to use these guidelines for their proposed projects early on in the concept design and planning stage, as they will be expected to demonstrate how their project is consistent with these guidelines during the DCB review process.

Applicants will be required to complete a comprehensive design guidelines consistency analysis for major projects, which will be considered and reviewed by DBH staff and the DCB. Projects that clearly depict compliance with these guidelines will experience an easier design review process. To the extent any project departs from the provisions of these design guidelines, it is likely to take more time to process design reviews than those projects that otherwise embrace these guidelines.

It should be clearly understood that in addition to complying with these design guidelines, projects must also comply with all applicable State and County development policies and regulations.

THE DESIGN REVIEW PROCESS

Project applicants should refer to the ***Design Review Submittal Procedures for Projects in Marina del Rey*** for a detailed explanation of the project submittal and DCB review process.

WAIVER OF INDIVIDUAL GUIDELINES

Should an applicant feel that any provision of these design guidelines is infeasible, the applicant must demonstrate the lack of feasibility to the DCB, and propose project alternatives that would achieve the objectives of these guidelines.

The DCB has the authority to waive individual guidelines for specific


projects if it finds that the waiver achieves a better design solution than strict application of the guidelines.

AMENDMENT OF DESIGN GUIDELINES

These design guidelines may be amended as deemed necessary by the Department of Beaches and Harbors and the Design Control Board following a public review process.

IMPLEMENTING ACTIONS

These design guidelines may be amplified through subsequent efforts to provide more detail and design guidance, such as developing specific design guidelines for the public promenade and streetscapes, a Marina-wide gateway plan, wayfinding and interpretive sign program, plant palette, and other efforts that can enhance the clarity of this framework document to its users.

Implementing actions are highlighted throughout the document with an  symbol.

PROCESS OF DEVELOPING THESE GUIDELINES

The County began developing these design guidelines in 2007. A subcommittee of the DCB and a Marina del Rey Design Guidelines Task Force reviewed and provided feedback on the design guidelines over a period between November 2007 and May 2008. Based on their feedback, a draft of the guidelines was presented to the DCB on December 18, 2008. The draft was later revised and updated to be consistent with the 2012 Marina del Rey Local Coastal Program update, the 2014 Marina del Rey Vision Statement, and other relevant newly adopted County ordinances.

RELATIONSHIP TO RELEVANT REGULATORY PROGRAMS AND DOCUMENTS

All development projects in Marina del Rey are subject to the policies and regulations contained in the following documents. A brief description of each document and its relationship to this document is provided below:

1. Marina del Rey Local Coastal Program (LCP)

The Marina del Rey LCP, a planning tool used by Los Angeles County to guide development in the coastal zone, was certified by the Coastal Commission in 1984 and last amended in 2012. The LCP consists of a Land Use Plan (LUP) and a Local Implementation Program (LIP). The Marina del Rey LUP sets policies that guide development of future land uses, provide public access, protects recreation and natural resource areas, and improvement of existing facilities. The LIP, also referred to as the Marina del Rey Specific Plan, is contained in the Los Angeles County Zoning Code (Title 22) and contains regulations designed to implement the LUP. The design guidelines are intended to supplement and complement the components of the LCP, and not supersede any provisions of the LCP.

2. Revised Permanent Marina del Rey Sign Controls & Regulations

The Revised Permanent Marina del Rey Sign Controls & Regulations (Sign Controls) were certified in 1990 by the California Coastal Commission. The Sign Controls provide general design criteria and standards for permanent and temporary signs in Marina del Rey. These design guidelines supplement the Sign Controls by providing additional design and aesthetic guidance to create attractive signage and a cohesive wayfinding system.

3. Marina del Rey Vision Statement

In 2013, the Department of Regional Planning initiated the Marina del Rey visioning process to develop a vision for Marina del Rey for the next 20 years. From April 2013 through October 2014, Regional Planning staff met with residents, visitors, neighbors, advisory bodies, businesses, lessees, County departments, and other stakeholders interested in the future of the Marina to gather input and ideas about what type of community the Marina should be in the future and the types of amenities that should be provided. The Department also contracted with consultants to perform technical analyses on existing conditions in the Marina and to provide suggestions for improvement.

From this input, Regional Planning staff, in collaboration with the County Departments of Beaches and Harbors and Public Works, developed the Marina del Rey Vision Statement. The Vision Statement establishes a framework to guide future decision making on development, policies, and development standards in Marina del Rey, as land use opportunities, economic/market conditions, special needs, and other opportunities arise.

On October 28, 2014, the Los Angeles County Board of Supervisors approved the Marina del Rey Vision Statement. The community's vision can be summarized as follows:

Marina del Rey is a vibrant, sustainable, pedestrian, visitor, resident, and boater friendly destination that supports water-oriented activities, provides low-cost access to the water, contains a variety of shopping and dining experiences, and is a premier location where people want to play, relax, and live.

The Vision Statement sets forth the following recommendations through which this vision will be achieved:

- **Create activity districts** to develop synergies within districts. The four activity districts are:
 - The *Residential District* is intended to remain a predominantly residential area supported by resident-serving uses.
 - The *Marina Beach District* is intended to be developed with marine-related, beach-oriented, and other supportive uses.
 - *Visitor's Row* is intended to be developed with visitor- and resident-serving uses and amenities.
 - *Boater's Way* is intended to be a boating center where most boating-related businesses and services are located.

- **Improve mobility and directional signage** to make it easier to travel around the Marina, especially without an automobile
- **Enhance the image of the Marina and its built environment**
- **Enhance access and amenities** for recreation
- **Provide public gathering spaces** to take advantage of the waterfront setting

These design guidelines include recommendations and proposed implementation actions to achieve the goals for Marina del Rey contained in the Vision Statement.

4. Marina del Rey Asset Management Strategy (AMS)

The Asset Management Strategy, adopted by the Board of Supervisors on January 1997, is a proactive framework document that sets forth the redevelopment goals for the Marina. It provides programs to encourage redevelopment and renovation of leasehold facilities. The design guidelines are based in part on the AMS to better integrate the design of the recreational, commercial, and residential areas throughout Marina del Rey.

5. Los Angeles County Green Building Code

The Board of Supervisors adopted the Green Building Program in 2008, and subsequently replaced it with a more comprehensive building code update in 2013, referred to as the Green Building Code. The Green Building Code establishes minimum requirements for building design and construction that reduce negative environmental impacts, and encourage sustainable practices in planning and design, energy efficiency, water efficiency and conservation, material conservation, and environmental air quality.

The program also establishes standards for drought-tolerant landscaping, as well as Low Impact Development (LID) for on-site storm water and run-off management on leaseholds.

6. Other County Development Requirements

This document does not take the place of any development requirements or reviews required by the Los Angeles County Departments of Public Works, Fire, Public Health, or any other applicable department.

DESIGN OBJECTIVES

The following design objectives set the framework on which the design guidelines in this document are developed.

1. Celebrate the edge where land meets water

- a. Connect people to the waterfront
 - Increase connectivity and public access to the waterfront
 - Create a unified, continuous public promenade
 - Provide seating near water and landscape areas
 - Develop effective wayfinding systems to help the public navigate to the waterfront
 - Develop vibrant public gathering spaces and destinations along the waterfront
 - Provide informative interpretive exhibits that connect people to Marina del Rey, its history, and its unique environmental setting
- b. Encourage development design that complements the unique surrounding environment and improves the perception of the Marina as a functioning harbor
 - Renovations and new development in the Marina should feel fun, contemporary, and “beachy”
 - Development near the water should reflect the character of the surrounding environment and maximize water views
 - Integrate views of boating activities into public and private development

2. Distinguish Marina del Rey from the surrounding communities as a premier waterfront visitor-serving destination

- a. Create distinct gateways into the Marina
 - Design unique gateways at key access points to Marina del Rey
- b. Establish world-class design that creates a unique character within Marina del Rey and enhances the visitor experience
 - Encourage high quality and creative design
 - Develop unifying design themes within the Marina that create a distinct sense of place
 - Create unique visitor-serving destinations within the Marina
 - Develop effective wayfinding systems to help the public navigate to key destinations and amenities within the Marina

3. Highlight water-oriented activities and other recreational opportunities

- a. Enhance services for boaters
 - Easily accessible parking facilities near boat ramps and docks
 - Updated and improved boating amenities
 - Visitor docks
 - Boater-oriented wayfinding signage
- b. Provide a variety of active and passive recreational opportunities
 - Encourage boating and water-oriented activities where possible
 - Offer a blend of passive and active recreation opportunities at Burton W. Chace Park, Yvonne B. Burke Park, and Marina Beach
 - Encourage private and public boating services
- c. Highlight open space areas
 - Connections to bike and pedestrian paths

- Parks at the water's edge
- Small parks or green spaces in new developments

4. Provide distinct and functional streetscapes

- Emphasize a distinction between vehicle, pedestrian and bicycle access to:
 - Minimize pedestrian conflicts
 - Visually enhance bicycle and pedestrian crossings
- Connect the street network with views into the Marina
 - Accentuate existing and new views to boats and water
 - Create views at key entry points
 - Provide pedestrian access through view corridors
 - Encourage connections between new development, public spaces, and views
- Provide attractive and functional parking facilities
 - Buffer pedestrian ways from adjacent parking
 - Reduce visual clutter

5. Promote sustainable design

- Improve the condition of the natural environment
 - Maintain and improve existing site biodiversity
 - Beautify the Marina with a sustainable plant palette
 - Incorporate storm water BMPs into site designs to reduce runoff pollutants from degrading water quality in the harbor
 - Incorporate Clean Marinas BMPs to protect waterways from pollution
- Introduce innovative “green” systems
 - Promote green building design in new construction and renovation projects
 - Optimize building design for the local microclimate and reduce dependence on mechanical systems for building operations
 - Encourage low water use

- Incorporate attractive, non-invasive, microclimate-compatible plantings

*Guidelines that promote sustainability are highlighted throughout the document with an **S** symbol.*

*Guidelines that promote Clean Marinas practices are highlighted with a **CM** symbol.*

II. PLACEMAKING & WAYFINDING

Marina del Rey is the Country's largest man-made recreational small craft harbor, and is a popular destination for County residents, boaters, and tourists alike. It is a regional attraction that draws in millions of visitors per year who enjoy the harbor views, water-oriented recreational activities, events, dining, retail, and waterfront destinations such as Burton W. Chace Park, Marina Beach, and the waterfront promenade.

A primary goal of these guidelines is to enhance the visitor experience. To do this, Marina del Rey needs to be easily recognizable and navigable. Placemaking and wayfinding devices should be implemented to create a distinct sense of place within the community, to create awareness around community features, and to direct visitors to special points of interests within the Marina.

The following placemaking and wayfinding devices are discussed in this section:

- A. Community Gateways
- B. Wayfinding Signage
- C. Public Art



Gateway to Docklands - Melbourne, Australia






COUNTY OF LOS ANGELES MARINA DEL REY

Placemaking & Wayfinding

MAP KEY

Potential Locations

-  Community Gateways
-  "Enhanced Gateway" locations specifically called out in the 2014 Vision Statement
-  Boating Gateway
-  Bicycle Gateway
-  Pedestrian Gateway
-  Community Markers
-  Linear Signage

-  Marina del Rey Boundary
-  Marvin Braude Bike Trail
-  Dr. William A. Burke Marina Walk Promenade

COMMUNITY-WIDE GUIDELINES

"First impressions matter. Some communities pay attention to their gateways. Others do not. The more a community does to enhance its uniqueness, the more people will want to visit" (Edward T. McMahon, Urban Land Institute).

COMMUNITY GATEWAYS PLACEMAKING ELEMENTS

- DG.1 Develop a Marina-wide gateway placemaking plan that includes vehicular, boating, pedestrian, and bicycling gateways and community markers. **IA**
- DG.2 Design dramatic architectural landmarks such as street arches, monuments, signage, sculptural or iconic elements, and/or unique hardscape or landscape features or plazas at significant Marina del Rey entry points (see map). Community gateways should be large enough to attract attention and identify each entrance.
- DG.3 Design gateway structures at boating entry points into the Marina such as the Main Channel entrance, jetties, and the Boat Launch.
- DG.4 Design gateway structures (e.g. arches or markers, etc.) at bicycle and pedestrian entrances to the community.
- DG.5 Install decorative pavement treatments (e.g. unique paver design or painted asphalt) within crosswalks and bike paths.

COMMUNITY MARKERS

- ~~DG.6~~ — Develop a Marina-wide marker plan. [Merged with DG #1]. **IA**
- ~~DG.7~~ DG.6 Locate community markers throughout the community at highly visible locations such as gateways, parkway edges, mole

roads and intersections, medians, sidewalks, the public promenade and bicycle trails.

- ~~DG.8~~ DG.7 Install markers such as linear signage to define the edges of the community. Linear signage can be created by using large scale dimensional letters or icons, combined with landscaping and accent lighting. Markers should share a cohesive and unifying design theme to identify Marina del Rey and districts within the community.

WAYFINDING SIGNAGE

- ~~DG.9~~ DG.8 Develop a comprehensive Marina-wide wayfinding sign program that is oriented to all Marina users (motorists, pedestrians, cyclists, and boaters). **IA**
- ~~DG.10~~ DG.9 Create wayfinding signs with consistent size, shape and design based on Marina del Rey's branding. Signs viewable from the public realm should be uniform and consistent in design, for both public and private leaseholds. Typography and symbols should be highly legible and have enough contrast to be read from an appropriate distance when moving by foot, bicycle, or vehicle. Signs should incorporate reflective vinyl copy for nighttime illumination if not illuminated.
- ~~DG.11~~ DG.10 Provide wayfinding signs viewable from the street, whether static (e.g., traditional street signs pointing to specific destinations) or dynamic (e.g. electronic signs that point users to currently available parking supplies).
- ~~DG.12~~ DG.11 Provide pedestrian and bicycle-oriented freestanding directories, maps, or kiosks. These signs should identify distances to points of interest along the path, and should be located near bicycle and pedestrian gateways when possible. Stamp wayfinding devices, street names or the community's branding elements in crosswalks or curbs for pedestrian orientation.

~~DG.13~~DG.12 Provide wayfinding signage directing the public to points of interest such as promenade entry points, activity districts, mobility hubs, WaterBus Landings, restaurants, day charters, bicycle rentals, and recreational boating.

~~DG.14~~DG.13 Provide directional signage along the public promenade to identify key points of interest along the waterfront.

~~DG.15~~DG.14 Identify the public promenade through devices such as a paving stamps, seals, or medallions embedded in the pavement, or mounted signs (e.g. affixed to light posts or railings).

~~DG.16~~DG.15 Provide directional signage for boaters identifying boating points of interest such as guest docks, boater amenities, pump out stations, waste oil collection facility, absorbent pad exchange programs, and the Harbor Master office. **CM**

~~DG.17~~DG.16 Provide a boating orientation map at the main channel that identifies boating lanes, Harbor Master contact information, basins, anchorages, location of guest docks, boat repair, boater amenities, and emergency information.

~~DG.18~~DG.17 Provide boating identification signs for each basin near basin entries at unobstructed locations, at each anchorage incorporating, and at guest docks.

PUBLIC ART

~~DG.19~~ ~~Develop a Marina-wide civic art policy.~~ **IA**

~~DG.20~~DG.18 Incorporate public art into public spaces, at both County and private leasehold properties.

~~DG.21~~DG.19 Public art should incorporate nautical, marine, and /or water themes to complement the Marina's waterfront setting.

~~DG.22~~DG.20 ~~Encourage~~Provide temporary or permanent art installations and exhibits in outdoor public spaces and on Harbor waters.

~~DG.23~~DG.21 Encourage the installation of public art along the public promenade or other public walking paths, to create an art walk.



"Surfhenge" Gateway, Imperial Beach



Community Gateway, Playa Vista



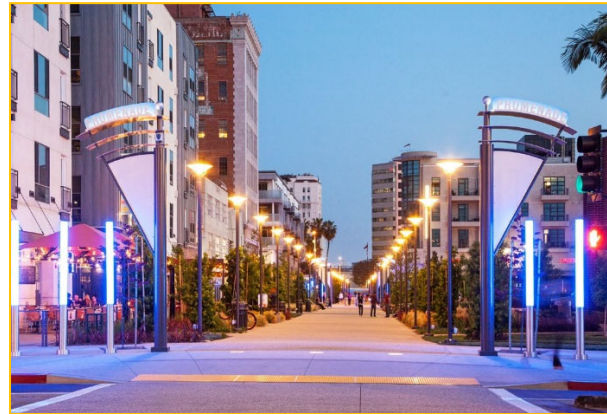
Gateway, Redondo Beach



Airport Gateway, Los Angeles



Grand Park Gateway, Los Angeles



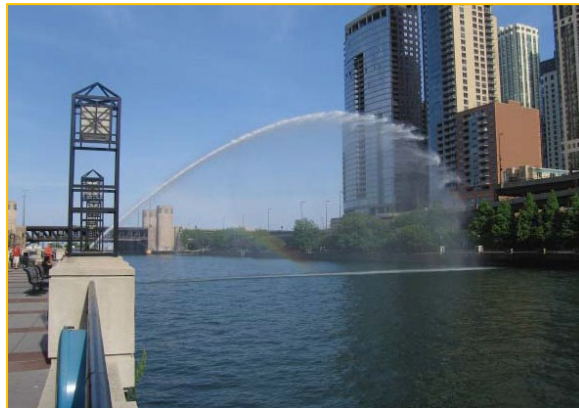
Pedestrian Gateway, Long Beach



Redondo Pier, Redondo Beach



Boating Gateway - Lindau am Bodensee, Germany



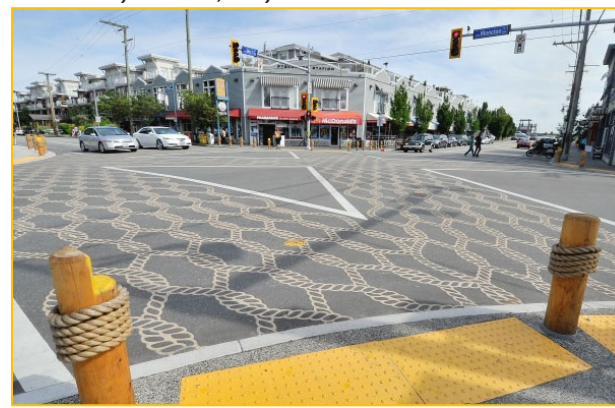
Boating Gateway, Chicago



Community Marker - Toronto, Canada



Community Marker, Playa Vista



Pedestrian Gateway, City of Richmond, Canada



Community Marker/District Signage



Community Marker, Culver City



Wayfinding signage, Marina del Rey



Wayfinding signage - Traverse City, Michigan



Wayfinding signage - City of Hobart, Australia



Wayfinding signage





Wayfinding Signage - Grand Park, Los Angeles



Bicycle Wayfinding Signs - Oakland, California



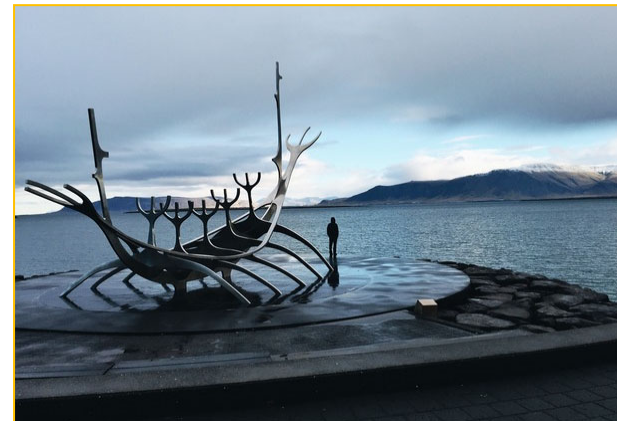
Wayfinding signage - Traverse City, Michigan



"Voyage" (temporary installation) - Scottsdale, Arizona



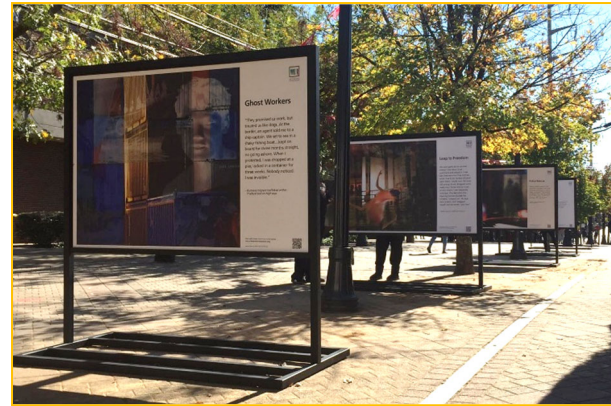
Interpretive Signage, San Diego



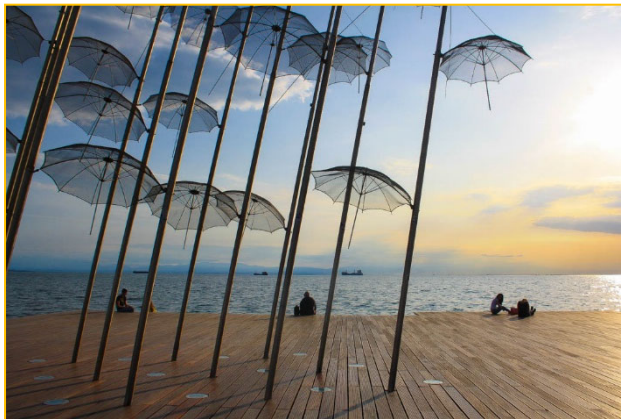
"Sun Voyager" - Reykjavik, Iceland



"Digital Orca" - Vancouver, Canada



Outdoor Art Exhibits - Jacksonville, Florida



"Umbrellas" - Thessaloniki, Greece



Outdoor Art Walk - Sydney, Australia

III. STREETSCAPES

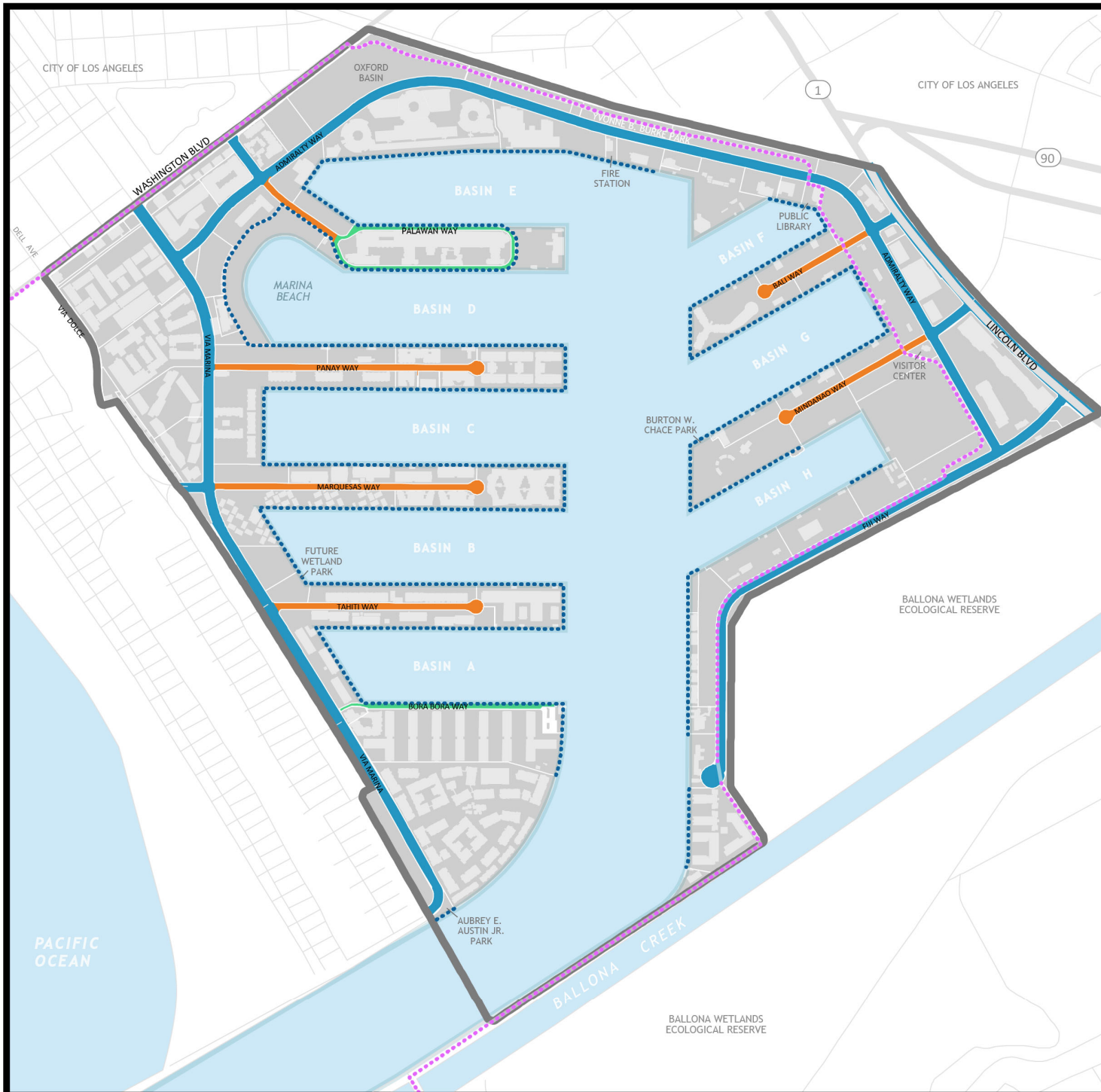
Streetscapes are made up of a variety of elements that define the visual character of streets. Successful streetscapes can tie a community together by using similar trees, crosswalk treatments, light fixtures, and street furniture. The design of streetscapes is influenced by the size, function, and adjacent uses and architecture of a particular street.

The street types addressed by these guidelines include:

- A. Parkways
- B. Mole Roads
- C. Waterfront Residential Roads









Third Avenue Village, Chula Vista



COUNTY OF LOS ANGELES
MARINA DEL REY

Streetscapes

MAP KEY

-  Parkway
-  Mole Road
-  Waterfront Residential Road
-  Marina del Rey Boundary
-  Marvin Braude Bike Trail
-  Dr. William A. Burke Marina Walk Promenade

COMMUNITY-WIDE GUIDELINES

SIDEWALKS

~~DG.24~~DG.22 Provide a planting strip between the sidewalk and travel lanes to buffer pedestrians from moving vehicles.

~~DG.25~~DG.23 Ensure ADA accessibility on all sidewalks. Sidewalks should be clear of above grade hydrants, utilities, sign posts, or any other obstructions for a minimum of 5 feet.

CROSSWALKS

~~DG.26~~DG.24 Use accent paving or painted asphalt to distinguish crosswalks. Accent paving design should be consistent throughout the community.

BIKE LANES

~~DG.27~~DG.25 Provide striped bike lanes and bike route signs on both sides of the street, if they can be provided safely. Where striped bike lanes cannot be provided, utilize shared-lane markings or sharrows.

~~DG.28~~DG.26 Use accent paving or painted asphalt, and signage to distinguish bicycle crossings.

LANDSCAPING

~~DG.29~~DG.27 Develop a Marina-wide streetscape planting manual. **IA**

~~DG.30~~DG.28 All new streetscape landscaping should be consistent with the tree and ground cover plant palette contained in the manual.

~~DG.31~~ ~~Trees and landscaping should be placed and maintained so as not to obstruct views of the water. [Redundant with DG #152]~~

~~DG.32~~DG.29 ~~New street trees should be a minimum size of 24" box or larger. New street trees should be the largest container feasible (24" box or larger preferred).~~

DG.30 Prune trees and use low plantings at intersections and crossings to maintain vehicular and pedestrian visibility.

Refer to the Landscaping section of the Site chapter on pages 43-44.

PUBLIC ART

DG.31 Place ~~marina-themed~~ public art or community markers in medians and cul-de-sacs.

Refer to the Public Art section of the Placemaking & Wayfinding chapter on page 15.

LIGHTING

Refer to the Lighting section of the Site chapter on pages 44-454.

LOCATION-SPECIFIC GUIDELINES

PARKWAYS

Parkways should be landscaped corridors defined by large trees and vivid median plantings. Pedestrian activity can be encouraged by providing a more comfortable walking experience such as sidewalks buffered from traffic by planting strips that separate sidewalks from the street, and deeper landscape setbacks.

Marina del Rey *Parkways* include:

- Lincoln Boulevard
- Admiralty Way
- Via Marina
- Fiji Way
- *Portions of: Fiji Way, Mindanao Way, Bali Way, Palawan Way, Marquesas Way*

~~DG.33~~DG.32 Future leasehold redevelopment projects are required to provide a minimum 8-foot wide sidewalk along parkways.

~~DG.34~~DG.33 To minimize curb cuts and turning movements on Parkways, minimize construction of new driveways and encourage common access drives to serve more than one project.

~~DG.35~~DG.34 Plant large trees in medians and parkways at regular intervals.

~~DG.36~~DG.35 Provide shade with free-standing trellises, shade structures, or trees along the sidewalk and at seating areas.

~~DG.37~~DG.36 Encourage accent lighting to illuminate trees, banners, and architecture along Parkways, to encourage evening activities and enhance pedestrian safety.

MOLE ROADS

Mole Roads are quiet, narrow cul de sacs that connect Marina del Rey's parkways to its peninsulas, such as Mindanao Way or Marquesas Way. Mole Roads should be defined by a variety of trees and plantings. Most Mole Roads lack continuous sidewalks, especially those on the west side of Marina del Rey. In the interest of improving pedestrian safety and comfort, the addition of sidewalks to Mole Roads is highly encouraged. Well-marked pedestrian connections (or waterfront accessways) from the sidewalks to the public promenade are also highly encouraged.

Marina del Rey *Mole Roads* include:

- Mindanao Way
- Bali Way
- Tahiti Way
- Marquesas Way
- Panay Way
- *Portion of Palawan Way*

~~DG.38~~DG.37 Future leasehold redevelopment projects are required to provide a minimum 5-foot wide sidewalk along mole roads.

~~DG.39~~DG.38 Mid-block crosswalks should be installed where there is sufficient pedestrian crossing demand, as determined by a DBH or DPW Traffic Engineer. Potential midblock crosswalks should be considered at locations where pedestrians cross the mole roads to access the promenades.

~~DG.40~~DG.39 Plant small and medium evergreen and flowering trees (15'-40' tall) in an informal pattern and intervals.

~~DG.41~~DG.40 Provide traffic calming measures along Mole Roads to reduce vehicle speeds and improve pedestrian and cyclist safety.

WATERFRONT RESIDENTIAL ROADS

Waterfront Residential Roads are quiet, narrow roads that run alongside the public promenade. *Waterfront Residential Roads* are the only streets in Marina del Rey where motorists have direct views of the Marina. Therefore design of these streets should preserve and enhance these views. Where space allows, pedestrian activity should be encouraged by installing low planting areas or bollards that separate pedestrians on the promenade from moving vehicles.

Marina del Rey *Waterfront Residential Roads* include:

- Bora Bora Way
- Palawan Way (loop around Mariner's Bay)
- Via Marina (at the North Jetty View Pier)

~~DG.42~~DG.41 In order to preserve views of the harbor and to avoid root damage to the seawall, trees should not be planted along the public promenade where it is adjacent to waterfront residential roads.

~~DG.43~~DG.42 Promenade landscaping should be limited to low level plantings or planters located along the street edge, to provide a buffer for pedestrians.

~~DG.44~~DG.43 If trees are planted along waterfront residential roads, they should be located along the land-side shoulder of the street, opposite the promenade.



Landscape Buffer - Burlingame, California



Parkway Bioswale



Crosswalk Accent Paving



Abbott Kinney, Los Angeles



Parkway, Marina del Rey



Mole Road - Marina del Rey



Pedestrian-scale lighting



24" Box Tree



Waterfront Residential Road, Marina del Rey

IV. PUBLIC PROMENADE & WATERFRONT

Marina del Rey's waterfront offers visitors and residents opportunities to connect with the natural elements by experiencing water, wind, and weather. The promenade, overlooks, and WaterBus Landings, provide opportunities for walking, running, and viewing sea life and boats.








Westminster Pier Park, British Columbia



COUNTY OF LOS ANGELES
MARINA DEL REY

**Public Promenade
& Waterfront**

MAP KEY

-  Overlooks
-  Waterbus Landings
(existing & future)
-  Dr. William A. Burke
Marina Walk Promenade
-  Marina del Rey Boundary
-  Marvin Braude Bike Trail

COMMUNITY-WIDE GUIDELINES

PUBLIC PROMENADE

The Dr. William A. Burke Marina Walk Promenade (promenade or public promenade) is a pedestrian path that meanders along the water's edge throughout the Marina. While the promenade runs almost continuously along the waterfront, there are a few segments where access to the bulkheads is not available, and the promenade is directed inland.

At present, the public promenade is a patchwork of different paving, railing, furnishing, and lighting design. This is due to the staggered construction of the promenade in segments as each leasehold was developed. Leaseholds typically design their segment of the promenade to complement the architecture on-site, but are encouraged to include design transitions at the boundary of the neighboring leasehold's promenade. Design devices such as consistent promenade signage or markers should be installed throughout the community to unify the look of the public promenade.

Waterfront Accessways from streets and sidewalks to the promenades should be established and highlighted through attention getting devices such as signage or special pavement treatments whenever possible to improve the public's access to the waterfront.

Due to narrow widths along several segments, the promenade is currently not open to cycling to avoid safety hazards for pedestrians. In the future, as new developments in Marina del Rey widen their segments of the promenades to 28 feet (as required by the LCP), a multi-use promenade for both pedestrian and bicycle use may be considered.

PAVING

~~DG.45~~**DG.44** Design a visually stimulating public promenade that complements the leasehold's architecture and transitions smoothly to the neighboring leaseholds' promenade. ~~In order to avoid abrupt paving design changes between~~

~~leaseholds, articulate promenade transitions with a different color, paver pattern, or stamped concrete.~~

DG.45 To avoid abrupt paving design changes between leaseholds, articulate promenade transitions with a different color, paver pattern, or stamped concrete. Promenade transition bands should be a minimum of 6" wide.

- DG.46 Incorporate interpretive elements into the paving that complement or reflect the surrounding natural environment or architecture (e.g. waves, wooden decking, marine life, etc.).
- DG.47 Incorporate branding and wayfinding elements into the paving, such as a Marina-wide public promenade stamp consistent with the community's branded identity.
- DG.48 Where the promenade is directed inland, in areas where waterfront access is limited due to safety concerns (e.g. the boatyards), highlight a "detour" connection to the sidewalk with special paving treatment, and widen and enhance the sidewalk so that it ties into the design of the promenade.

Refer to the Paving section of the Site chapter on page 43.

OVERLOOKS

- DG.49 Install overlooks along the waterfront, where appropriate.
- DG.50 Use materials that complement the adjacent promenade design. Consider using durable transparent decking such as metal grates or structural glass.

WATERBUS LANDINGS

- DG.51 Design an iconic architectural feature at each landing that is visually prominent throughout the Marina and has a consistent character.

- DG.52 Use durable materials that complement the adjacent promenade design.
- DG.53 Incorporate seating and shade structures, ~~where space permits.~~
- DG.54 Illuminate landings with accent lighting visible throughout the Marina to encourage evening use.

WATERFRONT ACCESSWAYS

- DG.55 Identify Waterfront Accessways with wayfinding signage, unique paving, pavement stamps, landscaping, and lighting to help the public easily navigate to the promenade.
- DG.56 Utilize view corridors as Waterfront Accessways.

LAND-WATER INTERFACE

- DG.57 Encourage the public's interaction with the water by providing permeable or open interfaces along portions of the public promenade (e.g. terraced seawall, steps to the water, etc.).

RAILING & GATES

- DG.58 Use simple contemporary railings with a high degree of visual transparency to the Marina.
- DG.59 Continue the same or similar type of railing design along the promenade, ~~when possible.~~ where feasible, that complements the leasehold's architecture and transitions smoothly to the neighboring leasehold's promenade.
- DG.60 Design dock gates with a unique character.

FURNISHINGS

- DG.61 Provide furnishings, shade structures, dining and seating opportunities such as benches, seat walls, and stairs, and

other amenities to activate the public promenade with day and night serving uses. Create active public gathering spaces adjacent to the promenade and also treat them as view corridors and as places to be the focus for new uses.

- DG.62 Furnishings should be oriented toward the water to maximize views of the Marina.
- DG.63 Provide pet waste stations with disposal bags and receptacles along the promenade, at regular intervals. **CM**
- DG.64 Provide covered trash and recycling receptacles in convenient locations. **CM**
- DG.65 Provide covered recycling containers for fishing line near fishing areas. **CM**
- DG.66 Provide fish cleaning stations near fishing areas, to prevent cleaning fish directly into harbor waters. **CM**
- DG.67 Locate structures appropriately along the promenade to preserve views of the harbor. Structures installed in the public promenade should be sited so as not to obstruct ADA, fire, or emergency access.
- ~~DG.68~~ DG.68 Provide signs adjacent to waterfront parking lots to prohibit littering, dumping, and vehicle or vessel service or cleaning, to prevent runoff from entering harbor waters. **CM**
- ~~DG.69~~ DG.69 Encourage the use of durable, low maintenance, non-corrosive furnishings that can withstand the marine environment such as anodized aluminum or stainless steel railings and bike racks.

LANDSCAPING

- ~~DG.69~~ DG.70 Locate landscaping and trees appropriately along the promenade in order to preserve views of the harbor,

and to avoid root damage to the seawall. Landscaping and tree placement along the promenade should not conflict with any designated ADA, fire, or emergency access.

~~DG.70~~DG.71 Palm trees with root barriers may be planted along the promenade, at a minimum distance of 8 feet from the seawall. Medium and large canopy trees should not be planted along the promenade.

DG.72 Use landscaping to buffer the public promenade from adjacent parking lots, roadways, and structures.

Refer to the Landscaping section of the Site chapter on pages 43-44.

LIGHTING

Refer to the Lighting section of the Site chapter on page 44.

SIGNAGE

~~DG.71~~DG.73 Identify the promenade with signage that is consistent with the community's branded identity.

~~DG.72~~DG.74 Incorporate educational interpretive signage and elements along the waterfront that highlight various topics about Marina del Rey such as native wildlife, native vegetation, and history. Overlooks should have a unique design character, and innovation in structural engineering should be encouraged.



Queensway Bay - Long Beach, California



Waterfront Seating - Split, Croatia



Waterfront Promenade - Oslo, Norway



Marina Bay Sands Waterfront Promenade, Singapore



Paver Transition



Terraced Sea Wall "Sea Organ" - Zadar, Croatia



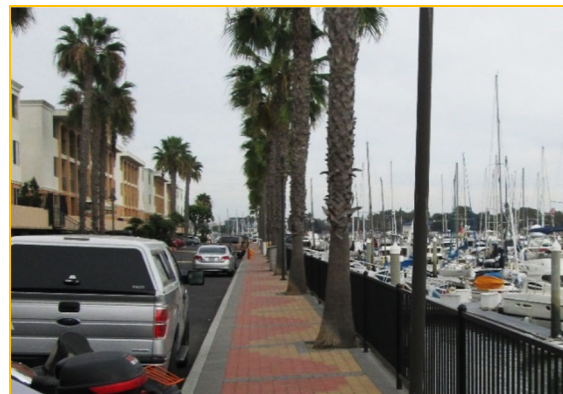
Waterfront Promenade - Oslo, Norway



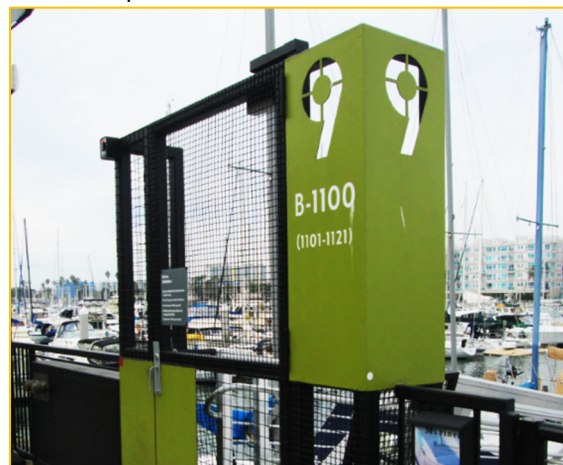
Paving Design



Waterfront Walkway - Paprocany Lake, Poland



Palm trees planted too close to the seawall



Dock Gate, Marina del Rey



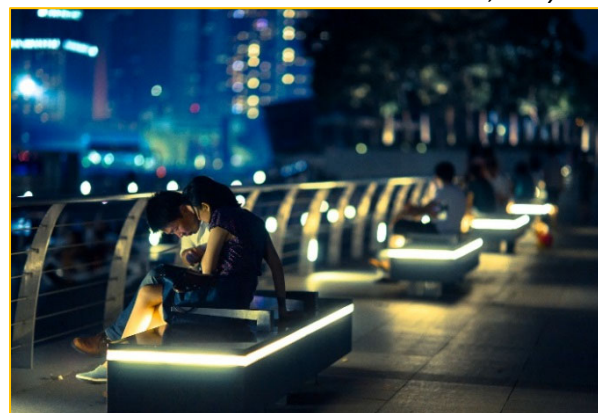
Promenade Wayfinding Signage, Marina del Rey



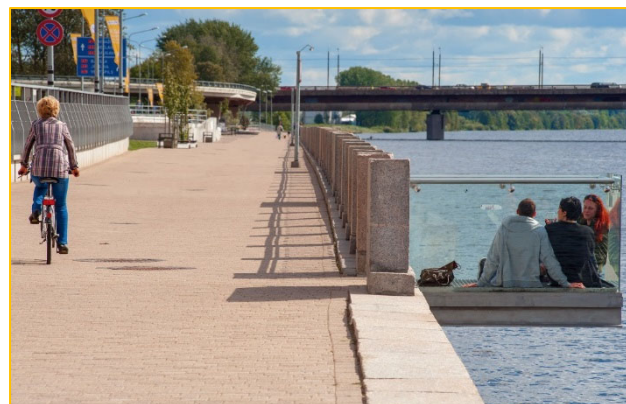
Contemporary Bollard Lighting



Tide Point - Baltimore, Maryland



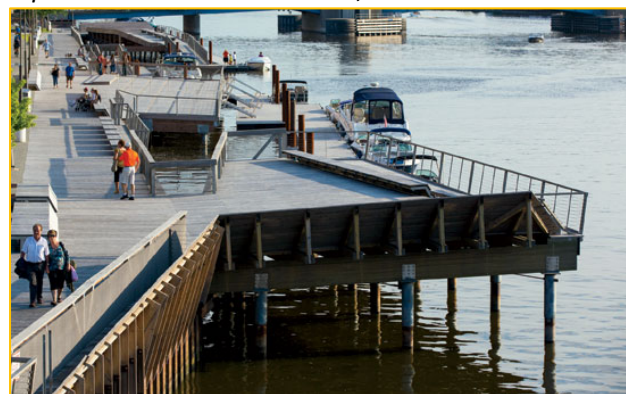
Marina Bay Waterfront Promenade - Singapore



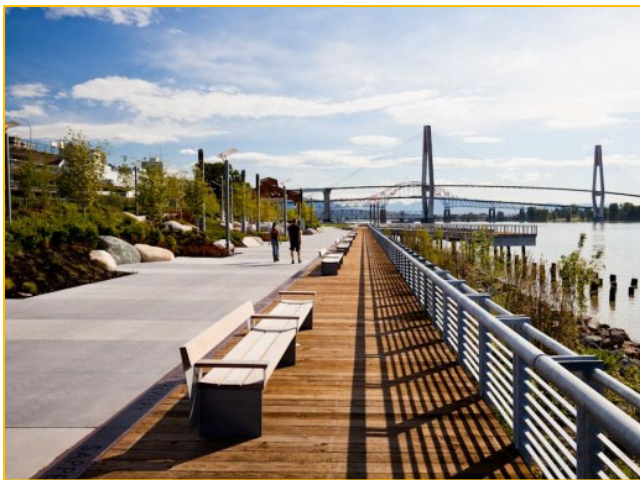
Daugava Waterfront Promenade - Rīga, Latvia



Esplanade Boardwalk - Cairns, Australia



The City Deck - Green Bay, Wisconsin



Westminster Pier Park, British Columbia



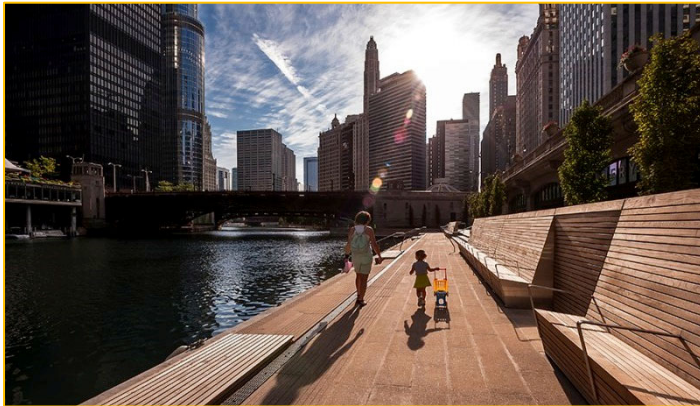
North Embarcadero Waterfront Park, San Diego



Tom McCall Waterfront Park, Portland



Marina Plaza, Chicago



ADA Accessible Seating - Marina Plaza, Chicago



The Cove, Chicago



Marina del Rey WaterBus



Water Bus Landing, Cardiff, United Kingdom



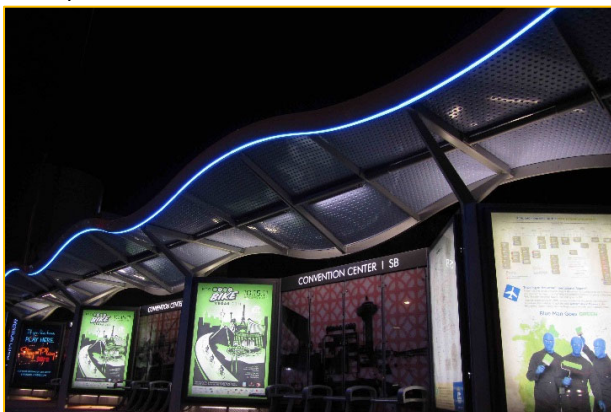
Metro Station Landmark, Los Angeles



Kelp Forest Shade Structures - Auckland, New Zealand



Tide Point Promenade - Baltimore, Maryland



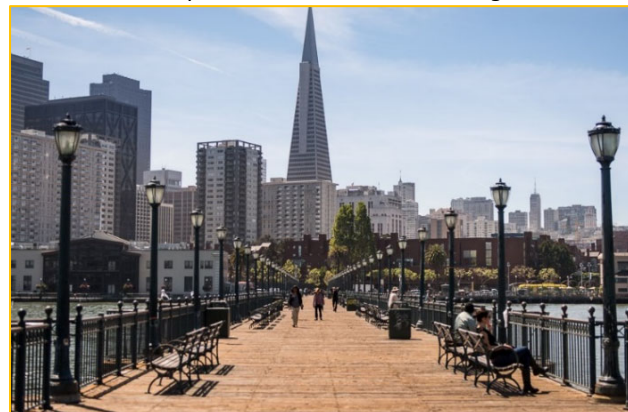
Bus Stop Shade Structure, Las Vegas



Public Art - Blackpool Promenade, United Kingdom



Zhongshan Shipyard Park, China



Embarcadero Public Promenade, San Francisco

v. SITE

Successful waterfront communities consist of buildings and spaces that reflect a strong relationship to the water in their design. They emphasize public spaces fronting the water, public access to the waterfront, and views to the water from roads and walkways.

These guidelines apply to the following site categories:

- A. Commercial
- B. Residential
- C. Public



Playa Jefferson, Playa Vista

COMMUNITY-WIDE GUIDELINES

These design guidelines apply to all site types in Marina del Rey, unless delineated for a specific type of use. For the purpose of these guidelines, "Commercial" refers to all non-residential, non-public uses.

- R** Residential Only
- C** Commercial Only
- P** Public Only

GENERAL SITE DESIGN

~~DG.73~~**DG.75** Separate building masses with open spaces, view corridors, and pedestrian paths and plazas.

~~DG.74~~**DG.76** Orient buildings toward the street and waterfront. Main entries to the site and building should be located along the street and/or the waterfront and promenade, rather than a parking lot.

~~DG.75~~**DG.77** Integrate views of boating activities into development, to improve the perception of the Marina as a functioning harbor.

~~DG.76~~**DG.78** Ensure sensitivity of existing and future development to the physical and visual relationship to the waterfront.

~~DG.77~~**DG.79** Where commercial buildings front the waterfront, orient retail, restaurant, and other commercial establishments toward the public promenade in addition to the street. Commercial areas adjacent to promenades should include destinations on the water such as shopping and outdoor dining, waterfront plazas, and overlooks. **C**

~~DG.78~~**DG.80** Where residential buildings front the waterfront, provide direct access from such buildings to the public promenade; such access points should incorporate a dominant entry design. **R**

~~DG.79~~**DG.81** Introduce a greater mix of compatible uses, particularly near the waterfront, to create a better sense of place.

~~DG.80~~**DG.82** Detached structures, such as trellises, gazebos, and awnings, should blend and integrate into the overall project design and character.

~~DG.81~~**DG.83** Provide a distinction between public and private spaces along the street by using subtle design features such as raised entry walkways and decks, low walls or fences, hedge type landscaping or path connections from the street.

R

~~DG.82~~**DG.84** Encourage LEED ~~Silver~~**Gold** or equivalent for buildings over 10,000 square feet. **S**

~~DG.83~~**DG.85** Orient building footprints and masses to allow for internal daylight penetration, optimization of natural breezes for cooling and passive winter heating systems. **S**

~~DG.84~~**DG.86** Develop design strategies to maximize energy efficiency, water capture, and re-use. **S**

~~DG.85~~**DG.87** Utilize rainwater and other non-potable water sources in buildings and landscapes. **S**

COURTYARDS AND PLAZAS

~~DG.86~~**DG.88** Provide plazas or courtyards in or adjacent to setback areas, open spaces, streetscapes and waterfronts to integrate the project into the community. These areas should be flanked by buildings or structures to create a defined space.

~~DG.87~~DG.89 Provide a combination of special design features such as arcades, trellis, awnings, landscape planters, outdoor seating, water features, lighting, public art, shade trees or special paving materials and patterns.

~~DG.88~~DG.90 Size the courtyard or plaza to relate to the scale and character of the project and its surroundings.

~~DG.89~~DG.91 Consider bringing in attractions, performing arts pavilions, and other unique facilities that can be a catalyst for restaurant, retail, and other visitor services.

BOATER AMENITIES

~~DG.90~~DG.92 Provide high quality boater-dedicated facilities.

~~DG.91~~DG.93 Provide short-term visitor/dinghy docks at visitor- and civic locations such as restaurants, shops, and the library. **C** **P**

~~DG.92~~DG.94 Enhance non-motorized boating infrastructure such as parking, restrooms, rinse areas, and storage. **P**

~~DG.93~~DG.95 Provide convenient parking and access for boaters and their trailers. Encourage boater access areas that are separate from those for general harbor visitors.

PEDESTRIAN AMENITIES

~~DG.94~~DG.96 Provide visible and fully accessible, ground level, ADA-compliant pedestrian connections from the public street and parking facilities to the public promenade.

~~DG.95~~DG.97 Provide public gathering spaces to offer overlook opportunities to both the interior and exterior of the development.

~~DG.96~~DG.98 Encourage ground floor uses such as outdoor dining to promote pedestrian activity adjacent to walkways and the public promenade. **C**

~~DG.97~~DG.99 Design recreation and play areas within residential developments. **R**

BICYCLE AMENITIES

~~DG.98~~DG.100 Provide bicycle racks at convenient locations on site. Design bicycle racks to be simple and attractive, matching the style of other furnishing on-site. Encourage designs that incorporate nautical or natural elements or community identity. Bicycle racks should be made of durable and weather resistant materials.

DG.101 Provide bicycle storage lockers to encourage alternative transportation modes. **P**

~~DG.99~~DG.102 Provide bicycle repair stations to encourage alternative transportation modes, especially near mobility hubs and bicycle paths. [Public]

~~DG.100~~DG.103 Encourage bike share facilities from neighboring communities. Locate bike share and rental facilities within 1/4 mile of bike paths, public amenities, public parking lots, bus stops, and Mobility Hubs.

MOBILITY

~~DG.101~~DG.104 Develop multi-modal Mobility Hubs that would co-locate vehicular, transit, bicycle, and pedestrian facilities at strategic locations throughout the Marina, serving each activity district (see map). Introduce at least one mobility hub in each Activity District. **IA**

~~DG.102~~DG.105 Develop Park-Once districts around the mobility hubs to consolidate parking and allow people to quickly enter

the Marina, park, and navigate the Marina without the use of cars. “Park Once” districts include the areas around Marina Beach, the Lloyd Taber-Marina del Rey Library, Burton Chace Park/Waterside Shopping Center, and Fisherman’s Village. **IA**

~~DG-103~~**DG.106** Enhance bicycle and pedestrian paths and the overall walkability of the Marina. Enhance pedestrian connections between the public promenade, adjacent properties, parks, parking facilities, transit, bicycle routes, waterbus landings, and Mobility Hubs.

PARKING FACILITIES

~~DG-104~~**DG.107** Locate parking areas away from the water’s edge. Discourage at-grade parking that is visible from the waterfront and promenade. Use landscaping or other decorative elements to screen first level parking stalls and ground-level openings and entrances.

~~DG-105~~**DG.108** Separate parking areas from buildings with walkways, plazas and landscaping.

~~DG-106~~**DG.109** Soften the appearance of parking facilities by buffering the street and promenade edge of parking lots with landscaping, berms or other screening materials.

~~DG-107~~**DG.110** Encourage joint-use parking facilities.

~~DG-108~~**DG.111** Allow the use of large parking lots for special events or festivals. **C P**

~~DG-109~~**DG.112** Provide canopy trees and solar arrays in parking facilities to provide shade, reduce heat island effect, and offset the energy demand of the parking facility. Locate trees and shade structures to minimize the obstruction of views to the Marina. **S**

~~DG-110~~**DG.113** Clearly identify parking for visitor, residents, and service vehicles. **R**

~~DG-111~~**DG.114** Parking structures should integrate architecturally with the surrounding buildings and feature interesting design. Wrap the ground floor of parking structures with active and commercial uses along the building frontage (i.e. building entrances, storefronts, outdoor cafes, etc.)

~~DG-112~~**DG.115** Parking facilities should include posted public information, including maps and other wayfinding signs and resources.

~~DG-113~~**DG.116** Enhance the pavement in surface parking with special accent paving to delineate pedestrian walkways.

~~DG-114~~**DG.117** Incorporate pervious pavers in surface parking lots. At surface parking lots that are located along the waterfront, incorporate water quality enhancement BMPs to treat runoff. **S**

~~DG-115~~**DG.118** Provide loading zones for moving vans for residents. **R**

FURNISHINGS

~~DG-116~~**DG.119** Provide drinking fountains and water bottle refill stations, shade structures, and seating opportunities for resting and gathering, such as benches, seat walls, and stairs.

~~DG-117~~**DG.120** Furnishings should be sited so as not to obstruct ADA access.

~~DG-118~~**DG.121** Furnishings should be contemporary in design, and complement the surrounding architecture, fencing, railing, and light fixtures.

~~DG.119~~DG.122 All waste receptacles should be covered and designed to resist scavenging animals. **CM**

WATER FEATURES

~~DG.120~~DG.123 Water features should be designed for minimal water use, and should utilize reclaimed water when possible. Design water features to be attractive even when water is not used. **S**

PUBLIC ART

~~DG.121~~DG.124 Provide unique art pieces in open spaces and plazas to create points of interest.

FENCING

~~DG.122~~DG.125 Design walls and fences that are compatible with on-site and surrounding architecture.

~~DG.123~~DG.126 Use transparent walls or open fencing adjacent to street frontages, promenades, open spaces, and waterfront areas.

~~DG.124~~DG.127 Incorporate pedestrian-scaled low height (e.g. 42" maximum) decorative walls and fencing to distinguish boundaries between public and private spaces.

~~DG.125~~DG.128 Use screens that mix structural materials with plantings to achieve a "green screen" effect.

PAVING

~~DG.126~~DG.129 Provide visually stimulating paving treatments that are unique from the streetscape. Paving treatments should incorporate colors, materials, patterns, and textures that complement site architecture.

~~DG.127~~DG.130 Design paving treatments that lead pedestrians to building entryways, announce entrances, and define spaces.

~~DG.128~~DG.131 Use durable, high quality pavers or stamped concrete. Avoid plain concrete or asphalt paving. Colored concrete should be integrally colored.

~~DG.129~~DG.132 Use light-colored paving to counteract the urban heat island effect. **S**

~~DG.130~~DG.133 Use pervious paving materials. **S**

~~DG.131~~DG.134 Use paving treatments that are smooth and continuous for ADA access.

LANDSCAPING

~~DG.132~~DG.135 Plant trees or shrubs along building walls that are adjacent to streets to enhance and frame special architectural structures or soften long wall facades. Where space is limited incorporate vine plantings.

~~DG.133~~DG.136 Use a hierarchy of plantings with large canopy trees abutting the plazas and walkways and smaller scale trees and shrubs helping frame the pedestrian sidewalks and plazas.

~~DG.134~~DG.137 Provide enhanced garden treatments and accent paving at arrival courts and entryways to create an attractive "front door" welcome.

~~DG.135~~DG.138 Use planters, monuments, or bollards as edge treatments to define pedestrian-only areas.

~~DG.136~~DG.139 Provide landscaping that creates visual interest with a variety of colors, leaf size, height, and texture.

~~DG.137~~DG.140 Use non-invasive, drought-tolerant plant species. Encourage the use of native plant species. Require the inclusion of native species in areas adjacent to the Ballona Wetlands, Oxford Basin, and the Wetland Park. **S**

~~DG.138~~DG.141 Use plant materials that reflect the unique character of Marina del Rey as a Mediterranean sub-tropical marine environment and its proximity to the Ballona Wetlands.

~~DG.139~~DG.142 Provide water efficient landscape irrigation and mulching systems to reduce water use. **S**

~~DG.140~~DG.143 Provide landscaping with adequate ground cover or mulch to protect the soil. **S**

~~DG.141~~DG.144 Design landscapes to absorb run-off from adjacent impervious areas. **S**

~~DG.142~~DG.145 Minimize use or eliminate high-maintenance turf and hedges. **S**

~~DG.143~~DG.146 Adequate soils testing and recommendations from a soil lab are recommended to enhance sustainable landscape and site design. **S**

~~DG.144~~DG.147 In public landscape areas, choose landscape materials that are low maintenance and sustainable with high longevity. Minimize use of annual and perennial plants that require frequent replacement (10-15 year life span for shrubs and ground cover is recommended). **P**

~~DG.145~~DG.148 Utilize landscaping to screen visually obtrusive elements such as utilities, parking lots, fencing, etc.

~~DG.146~~DG.149 Landscaping should be placed and maintained so as not to obstruct traffic sight-distance.

~~DG.147~~DG.150 Design landscaping to integrate with adjacent leasehold plantings.

~~DG.148~~DG.151 Whenever possible, retain and preserve existing mature trees of appropriate species that are in healthy condition.

~~DG.149~~DG.152 Trees and landscaping should be placed and maintained so as not to obstruct views of the water. Trees can be used to frame view corridors. Choose tree species appropriate in size and shape that can be pruned and maintained to maximize views to the water. Avoid planting trees that would require topping to maintain views.

~~DG.150~~DG.153 Use canopy trees to provide shade for walkways and parking lots.

~~DG.151~~DG.154 Provide root barriers wherever necessary to avoid damage to adjacent pavement, seawalls, site features, or structures. Install root barriers if a tree trunk is closer than 5 feet to the adjacent hardscape pavement (e.g. roadway, concrete sidewalk, etc.)

DG.155 If planter pots are proposed, provide a low maintenance automatic irrigation system.

~~DG.152~~DG.156 Trees should be replaced in accordance with the Marina del Rey Local Coastal Program.

LIGHTING

~~DG.153~~DG.157 Provide well-lit pedestrian walkways, promenades, and bicycle paths, to enhance pedestrian and cyclist safety.

~~DG.154~~DG.158 Use light fixtures that are architecturally compatible and express the unique character of the project.

~~DG.155~~DG.159 Use a combination of light poles, illuminated bollards, lighting integrated into steps, posts, railing, and furniture, and recessed foot lights along travel paths.

~~DG.156~~DG.160 Provide pedestrian scaled lighting such as light poles (12'-16' high) and illuminated bollards along sidewalks and multi-use paths.

~~DG.157~~DG.161 Provide focused accent lighting to emphasize architectural features, signage, and landscaping during hours approved by DCB.

DG.162 Light fixtures should be simple and contemporary in design, as opposed to highly stylized, vintage, or period designs

DG.163 Light fixtures should protect against night sky light pollution, control glare, and prevent light spill onto neighboring properties. Where visible from water areas, light sources shall be shielded to protect sea life, and to prevent any glare constituting a hazard to navigation. **S**

SIGNAGE

~~DG.158~~DG.164 Marina del Rey signs should have a contemporary modern design aesthetic that conveys a positive first impression to visitors about the quality and character of the Marina del Rey community. *All signs need to conform to the Revised Permanent Marina del Rey Sign Controls & Regulations (Sign Controls) of the LCP.*

~~DG.159~~DG.165 Freestanding business identification monument signs should use similar materials and finishes ~~as~~, and should reflect the design and architectural style of the existing development on-site.

~~DG.160~~DG.166 Freestanding business identification signs should not be mounted to posts or poles.

~~DG.161~~DG.167 For vehicular signs, typography and symbols should be highly legible and have enough contrast to be read from an appropriate distance when moving.

~~DG.162~~DG.168 Interpretive signs should be located in public areas where there are natural, cultural, recreational, and sustainable design stories of Marina del Rey. Interpretive elements should include interpretive graphics integrated within freestanding kiosks, freestanding interpretive graphics, information signage, and wall-mounted panels.

INTERPRETIVE ELEMENTS

~~DG.163~~DG.169 Develop a Marina-wide Interpretive Signage and Elements Master Plan which clearly defines primary interpretive themes, topics, exhibit titles, exhibit outcomes, exhibit messages, interpretive techniques and a location plan. **IA**

~~DG.164~~DG.170 Interpretive signage should be consistent in look and feel to the Marina-wide wayfinding signage.

~~DG.165~~DG.171 Provide a variety of ADA-compliant freestanding kiosks with interpretive graphics and wall mounted graphics.

~~DG.166~~DG.172 Provide interactive or hands-on exhibits that promote science literacy.

~~DG.167~~DG.173 Use wind, water, or sun activated sculptural elements to highlight natural elements.

~~DG.168~~DG.174 Incorporate poems, lyrics, quotes, and emblematic words discretely in paving using embedded metal letters, metal plaques, etching or sandblasting.

~~DG.169~~DG.175 Use patterns, symbols, or sculptures into each fountain that connect with local natural, cultural, or maritime history.

~~DG.170~~DG.176 Incorporate emblematic words, symbols, or shapes into the roof of shade structures and trellises that during sunny days, cast a variety of messages, shadows, and silhouettes on the paving surface.

DG.177 Highlight sustainable landscaping techniques and principles through a combination of freestanding interpretive graphics and low-profile plant identification signs or plaques. **S**

~~DG.174~~DG.178 Highlight topics relevant to the Marina such as history, wildlife, water quality, etc.

MATERIALS

~~DG.172~~—.

DG.179 Use durable, low maintenance, non-corrosive materials that can withstand the marine environment such as anodized aluminum or stainless steel

SERVICE AREAS AND UTILITIES

~~DG.173~~DG.180 Design trash enclosures to be compatible with the building architecture. Trash enclosures should be covered, either by providing an overhead trellis or roof to screen trash containers from views and scavenging wildlife. Trash enclosures should be designed to prevent spillage or leakage into the harbor waters (e.g. berms). **CM**

~~DG.174~~DG.181 Discourage service areas or utilities visible from the waterfront and promenade.

~~DG.175~~DG.182 Locate service areas away from adjacent residential uses to minimize noise. **C P**

~~DG.176~~DG.183 Screen all loading and outdoor storage areas from adjacent public streets and properties with fencing and walls or landscape materials that are compatible with the overall architectural and landscape design.

~~DG.177~~DG.184 Ensure height of walls are sufficient to screen items stored within.

~~DG.178~~DG.185 Screen service areas and secured or restricted access locations.

~~DG.179~~DG.186 Provide signage for all loading and service areas that is clearly visible by service personnel.

~~DG.180~~DG.187 All enclosures and trellises should be constructed of ~~high-quality~~high-quality materials (concrete, masonry, steel, etc.) and be aesthetically compatible with the project. **C P**

~~DG.181~~DG.188 Encourage the installation of utilities underground.

~~DG.182~~DG.189 Locate satellite dishes or wireless telecommunication facilities in unobtrusive locations and/or surrounded by walls to minimize their visual impact.

~~DG.183~~DG.190 Screen and buffer antennas and on-site transformers from any public street views.

MECHANICAL

~~DG.184~~DG.191 Mount electrical equipment on the interior of a building shielded from public view, wherever practical.

~~DG.185~~DG.192 Locate mechanical equipment in areas not directly visible from the street or promenade.

~~DG.186~~DG.193 Treat mechanical equipment as a unique design feature using quality materials or blending with the architecture.

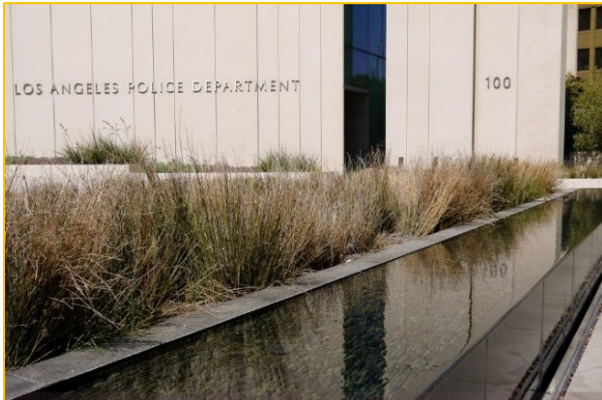
~~DG.187~~DG.194 Locate and enclose roof top mechanical equipment away from residential uses to minimize noise. C P



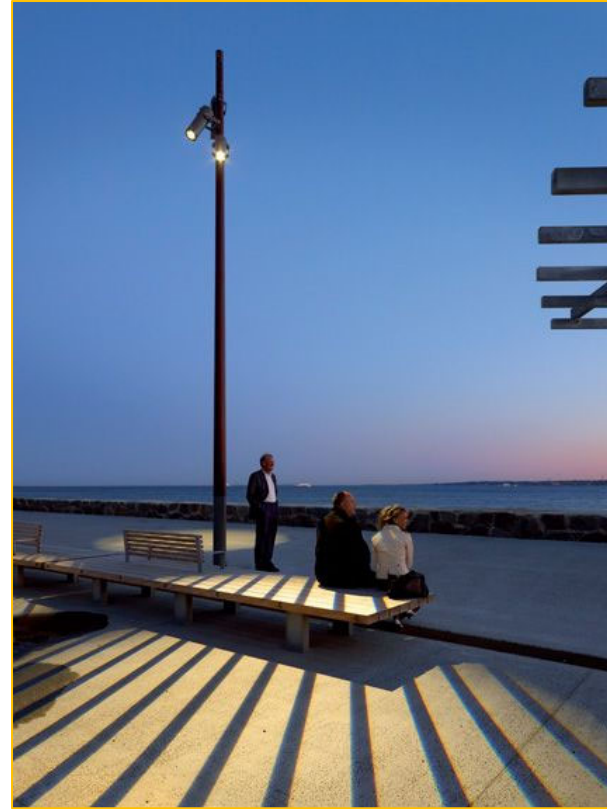
Water Street Plaza, New York City



The Reserve, Playa Vista



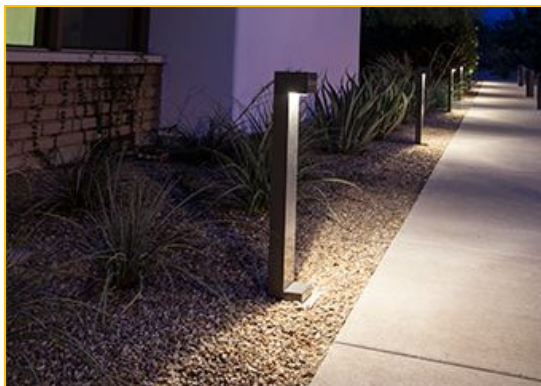
Water-efficient fountain, Los Angeles



Helsingborg Waterfront, Sweden



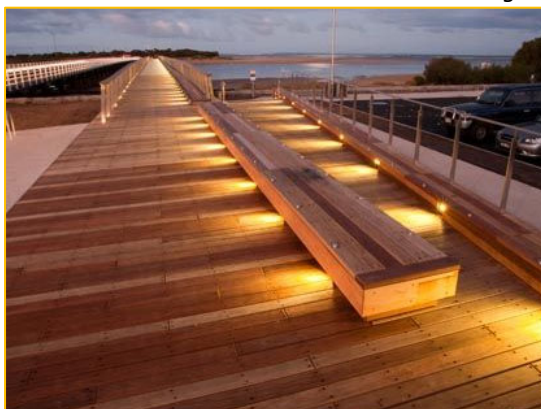
Drought-tolerant Landscaping



Pedestrian-oriented bollard lights



Pedestrian-scale Lighting



Lighting - Barwon Heads Bridge, Victoria, Australia



Interpretive Element, Maryland



Lighting - Saint-Quentin-en-Yvelines, France



Interpretive Signage, Los Angeles



Interpretive Signage, Marina del Rey



Interpretive Element, Portland



Interactive Interpretive Exhibits, LA Zoo



Monument Sign, Seattle



Monument Sign, Irvine



Monument Sign, Irvine



Fisherman's Village, Marina del Rey



Waterside Shopping Center, Marina del Rey



Edge Park - Williamsburg, New York



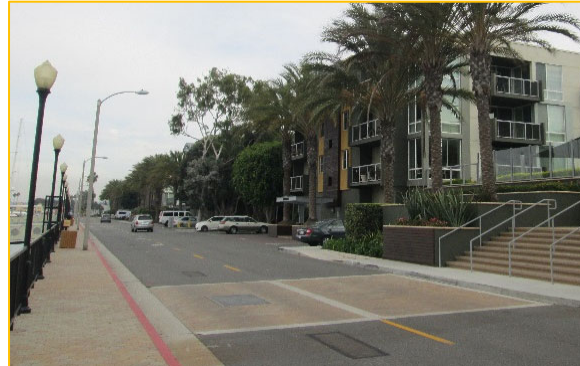
Museumsplatz - Vienna, Austria



Hafencity Public Space, Hamburg, Germany



Entry landscaping, Marina del Rey *[Image replaced]*



Defined pedestrian access to promenade



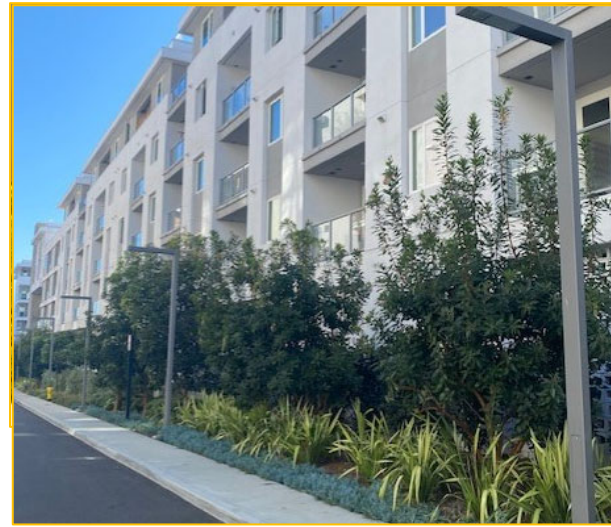
Entry Landscaping, Marina del Rey Trellis with greenery *[Image replaced]*



Permeable Paving



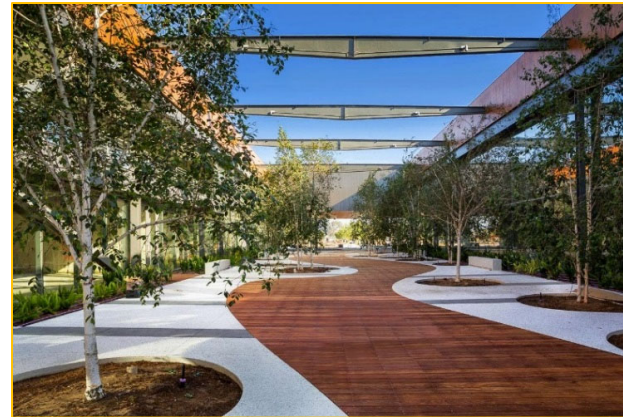
Decorative Screen - São Paulo, Brazil



Fire lane landscaping, Marina del Rey "Green Screen" *[Image replaced]*



Cleat Seat Benches, New York City



The Reserve, Playa Vista



Whidbey Island, Washington



Screened trash enclosure



Santa Monica Bike Share



Planter Pots used to soften building edge



Bioswale landscaping, Ventura



Screened Parking Facilities



Parking lot permeable pavers, Marina del Rey



Screened Parking Facilities, Santa Monica



Solar Canopy, Chicago



Secondary containment for planter pots



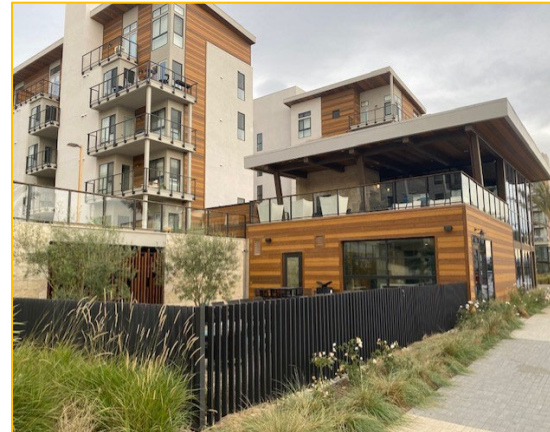
Fishing line recycling container



Trash and Recycling Receptacles



Screened Utilities, Marina del Rey
**New Photo*



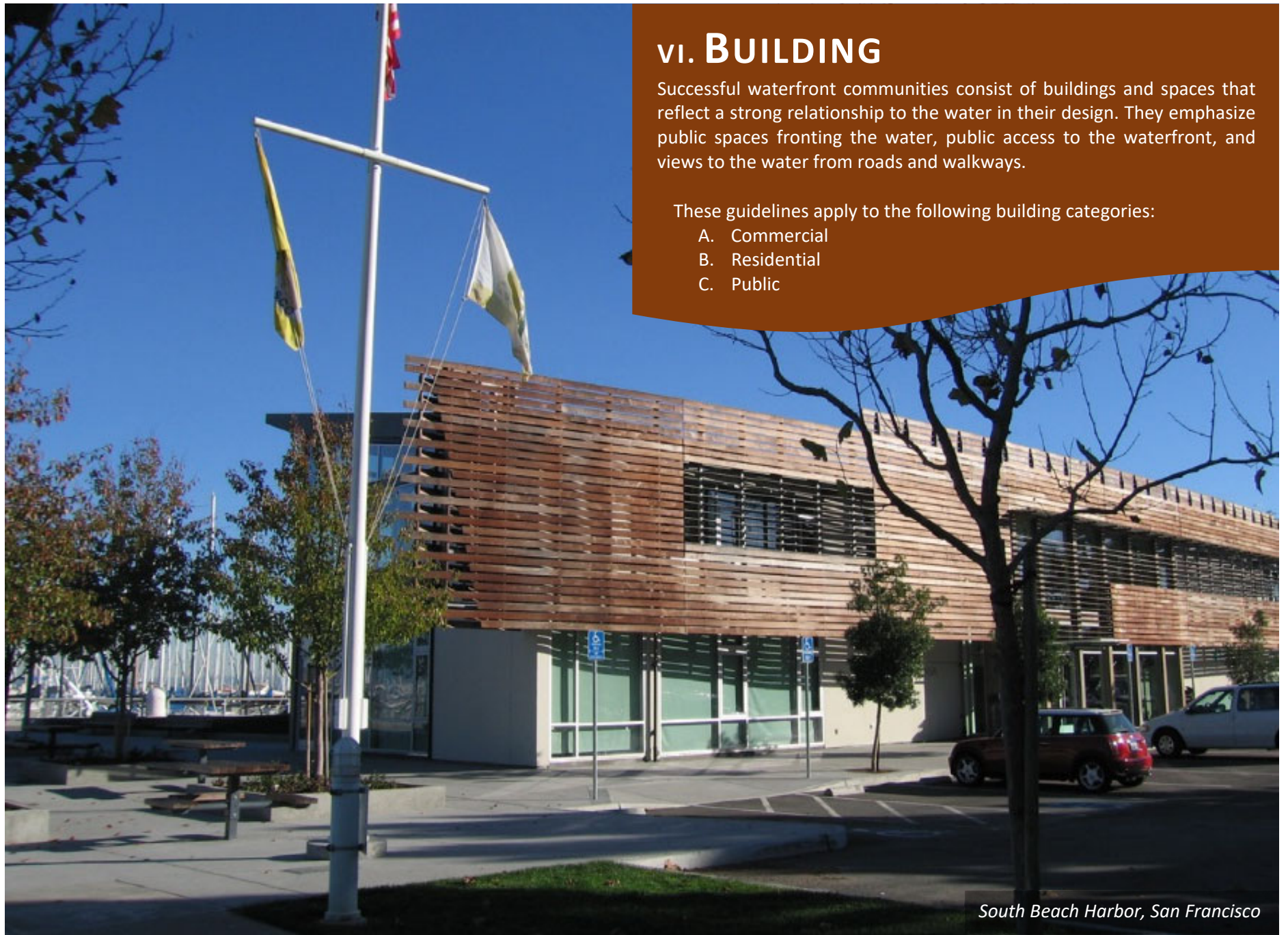
Pedestrian height low-scale fencing, Marina del Rey
** New Photo*

VI. BUILDING

Successful waterfront communities consist of buildings and spaces that reflect a strong relationship to the water in their design. They emphasize public spaces fronting the water, public access to the waterfront, and views to the water from roads and walkways.

These guidelines apply to the following building categories:

- A. Commercial
- B. Residential
- C. Public



South Beach Harbor, San Francisco

COMMUNITY-WIDE GUIDELINES

These design guidelines apply to all building types in Marina del Rey, unless delineated for a specific type of use. For the purpose of these guidelines, “Commercial” refers to all non-residential, non-public uses.

- R** Residential Only
- C** Commercial Only
- P** Public Only

GENERAL BUILDING CHARACTER

~~DG.188~~DG.195 Encourage creative, high quality architecture that elicits strong visual interest, especially for buildings that are visible from the water or street.

~~DG.189~~DG.196 Design waterfront uses with a style that is appropriate for the use and incorporates visual and/or physical connectivity with the harbor. Avoid the use of thematic architecture and architectural elements in the design of structures and other project components.

~~DG.190~~DG.197 Avoid extended lengths of flat, uniform, or blank surfaces by incorporating façade articulation (such as architectural bays), fenestration, pedestrian-scale breaks, varying façade depths, and varied materials, textures, colors, and roof lines into building facades.

DG.198 Building edges should be buffered from parking lots with pedestrian walkways or landscaping.

~~DG.191~~DG.199 Incorporate awnings and canopies onto sides of buildings adjoining pedestrian walkways and at building access points.

~~DG.192~~DG.200 Buildings should step down to the water’s edge and street environment.

~~DG.193~~DG.201 Enhance the visual interest of the project through variations in building forms, shapes, sizes, heights, color, façade treatments, articulation, and materials interplay.

~~DG.194~~DG.202 Use a variety of high quality building materials and façade treatments. Plain stucco or similar plaster material should be avoided.

~~DG.195~~DG.203 Design the façade of multi-story buildings so that they have a distinct ground floor, middle floors, and top floor. Use special architectural elements to help create a sense of identity and attraction, including vertical accents at main entries, unique storefronts, unique lighting fixtures, distinct signage, and a complementary color palette.

~~DG.196~~DG.204 Planes of exterior building walls should vary in depth and/or direction to avoid bulk and monotony, and should relate closely to pedestrian walkways and the promenade.

~~DG.197~~DG.205 Building placement and design shall avoid long, continuous blocking of water views.

~~DG.198~~DG.206 Design building exteriors to provide 360° project appeal.

~~DG.199~~DG.207 Articulate all building exteriors with elements such as set back wall planes, stepbacks and variation in building heights.

~~DG.200~~DG.208 ~~Encourage~~Adhere to bird-safe building design as described in the LCP. **S**

~~DG.201~~DG.209 Incorporate design focal points at corners of interest.

~~DG.202~~DG.210 Incorporate large amounts of visually transparent materials.

~~DG.203~~DG.211 Encourage creative use of color while also being sensitive to surrounding development.

GROUND FLOOR

~~DG.204~~DG.212 Create a distinct pedestrian scale ground floor façade, separated from the upper floors by a horizontal cap.

~~DG.205~~DG.213 Utilize high quality, durable materials (e.g. stone, masonry, tile, wood, steel, etc.) and transparent façade treatments along building frontages that pedestrians interact with.

~~DG.206~~DG.214 Design buildings such that the ground floor has a minimum height of 15 feet.

~~DG.207~~DG.215 Encourage the design of narrow retail storefronts with adequate depth to provide space for storage and ~~back office~~back-office areas. **C**

~~DG.208~~DG.216 Wrap the ground floor façade with active uses, such as building entrances, shop fronts, outdoor cafes, and windows providing unobstructed views in and out of the building.

~~DG.209~~DG.217 Create pedestrian-scaled elements and interest at the street level.

~~DG.210~~DG.218 Articulate building facades, particularly on the ground floor, at intervals of no greater than 25 feet. Accent ground floor facades with a combination of wall or window projections, doorway recesses, columns, awnings, planter boxes, trellises, bay windows, columns, and distinct ground floor materials.

~~DG.211~~DG.219 Create variety in the building form in order to provide plazas and gathering opportunities.

~~DG.212~~DG.220 Create variations on façade treatments by using a combination of different colors for different tenants, distinct window shading devices and different wall materials at key entries or special activity areas. **C**

~~DG.213~~DG.221 Provide the ground floor units of large apartment buildings with individual street entrances.

~~DG.214~~DG.222 Design rear walls of a building with a variety of treatments that echo the main façade treatments.

~~DG.215~~DG.223 Locate and accentuate main entries to the street. Primary entrances to building should be visually prominent and located at either the ground level or elevated. Discourage the use of building entrances that are below street level.

~~DG.216~~DG.224 Distinguish the character of ground floor uses from upper floor uses with different window arrays, styles, and wall materials.

~~DG.217~~DG.225 Visibly recess or project window and door openings.

UPPER FLOORS

~~DG.218~~DG.226 Delineate the upper floors from the top floor by incorporating a distinct horizontal cap.

~~DG.219~~DG.227 Incorporate special treatments to second story wall projections (whether for occupancy or not) with a combination of recessed windows, arches, metal work, tile design, balconies, or shade devices.

~~DG.220~~DG.228 Emphasize vertical planes or horizontal planes of the building with different materials or colors.

~~DG.221~~DG.229 Orient buildings, balconies and decks to maximize views while preserving adjacent privacy. **R**

~~DG.222~~DG.230 Provide viewing opportunities of green roofs for visual interest. **P**

ROOFS

~~DG.223~~DG.231 Articulate the roof line on buildings to contribute to an interesting skyline. Vary roof forms or overhang treatments at key areas (e.g., parapet walls with cornices and roof pitches).

~~DG.224~~DG.232 Encourage the installation of solar panels to power to the uses of the building. **S**

DG.233 Incorporate “cool” or green roofs and water harvesting strategies in building design. **S**

~~DG.225~~DG.234 ~~Encourage the creation of interactive~~ Activate rooftops with view decks, parks, or gardens.

~~DG.226~~DG.235 Camouflage or screen all roof-mounted equipment.

WINDOWS AND DOORS

~~DG.227~~DG.236 Windows visible from public streets, courtyards, or main garden areas should be detailed as primary windows and should exist on a different plane than the wall plane of

a building (not flush with the wall plane) to create shadow lines and to impart a three-dimensional design feature.

~~DG.228~~DG.237 Treat the upper floor’s exterior walls with a majority of window treatments.

~~DG.229~~DG.238 Size and locate doors and windows to relate to the scale and proportions of the building wall facades.

~~DG.230~~DG.239 Articulate the fenestrations on upper floors with visible recesses, projections, shading devices or balconies.

~~DG.231~~DG.240 Use glass that does not create glare nor is highly reflective.

~~DG.232~~DG.241 Use accent trim, cornices or creative window arrangements.

~~DG.233~~DG.242 Incorporate window design that allows for visual access into the ground floor and lower floors of buildings.

HEIGHT, MASSING, AND SCALE

~~DG.234~~DG.243 Sculpt a building’s massing or group of massings to reduce the overall bulk and create a variety of textures of shadows, light and materials.

~~DG.235~~DG.244 Avoid large block style buildings. Reduce massing and help transition to adjacent projects by incorporating stepbacks in upper stories.

~~DG.236~~DG.245 Provide transparency into the buildings.

~~DG.237~~DG.246 Reduce scale by providing variation to wall planes, using pop-outs, angle changes, horizontal or vertical changes and unique roof treatments.

~~DG.238~~DG.247 Treat the top of stepbacks with balconies, atriums, roof gardens, or interesting roof textures.

~~DG.239~~DG.248 Provide exterior relief or texture by using a combination of balconies, overhangs, awnings or arcades.

~~DG.240~~DG.249 Design building heights to be consistent with the Marina-wide bowl height design concept, developing taller buildings outside of the loop roads (parkways) and shorter buildings along the waterfront.

~~DG.241~~DG.250 Design building heights to be comparable to existing buildings both adjacent to the project site and in the general vicinity.

~~DG.242~~DG.251 Encourage taller building design in areas with a pattern of existing taller buildings.

~~DG.243~~DG.252 Maintain lower building heights on parcels adjacent to existing or proposed open space, the main channel, recreational areas, and view corridors to preserve the open visual quality of these amenities. Where proposed buildings are adjacent to existing or proposed open space, recreational areas, and view corridors, increased building heights can be considered through the use of a step-back design for floors above the ground floor.

~~DG.244~~DG.253 Maintain lower building heights to preserve coastal visual resources identified in the LCP.

~~DG.245~~DG.254 Design buildings that minimize shadows on adjacent existing or proposed open space, recreational areas, and view corridors.

~~DG.246~~DG.255 Building heights should be human-scale when adjacent to pedestrian walkways.

~~DG.247~~DG.256 Design tall buildings to have a human-scaled 3-story base, a stepped midsection, and a stepped tower.

~~DG.248~~DG.257 Design building masses to protect against a wind tunnel effect, or blocking wind for boaters.

LIGHTING

~~DG.249~~DG.258 Integrate lighting fixtures into the building's exterior composition.

~~DG.250~~DG.259 Use light fixtures that are true to the architectural style and are of quality materials.

~~DG.251~~DG.260 Use lighting to accentuate main entries and special architectural or landscape features.

Refer to the Lighting section of the Site chapter on pages ~~44~~-45.



Articulated Building Exterior



Turtle Bay Visitor Center and Museum, Redding



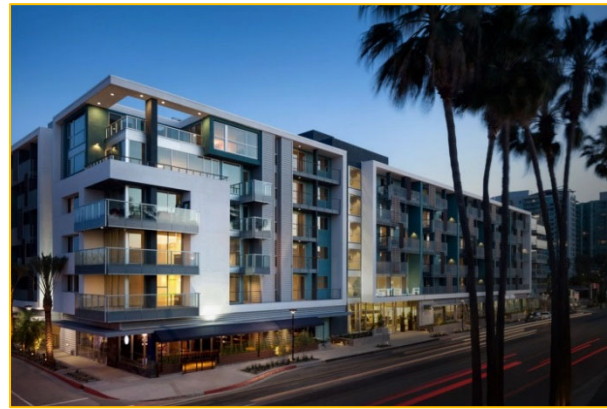
Columbia River Maritime Museum, Astoria



St. Stephen's Episcopal Church - Tiburon, California



Runway, Playa Vista



Stella Apartments, Los Angeles



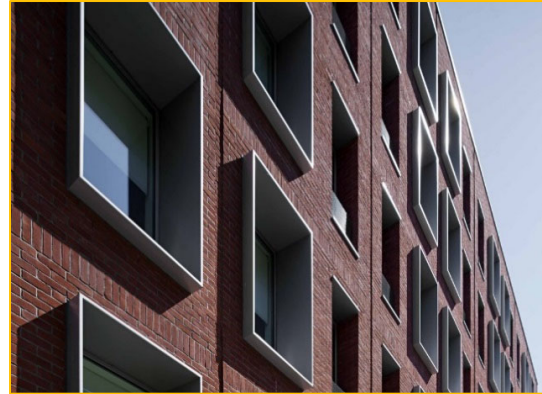
Cinemark, Playa Vista



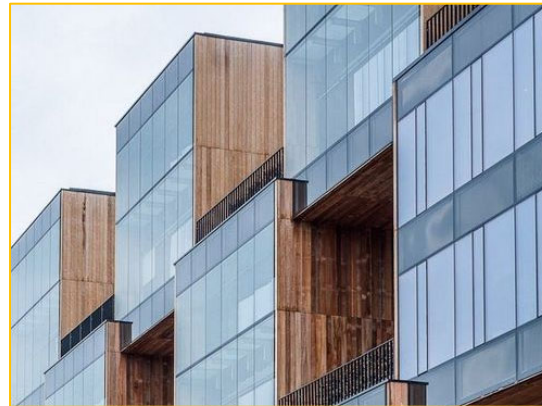
Andalusian Apartments - Melbourne, Australia



Green roof - Art Center College of Design, Pasadena



The Hegeman, Brooklyn



Pixel Building Poznan, Poland



Exterior relief and texture



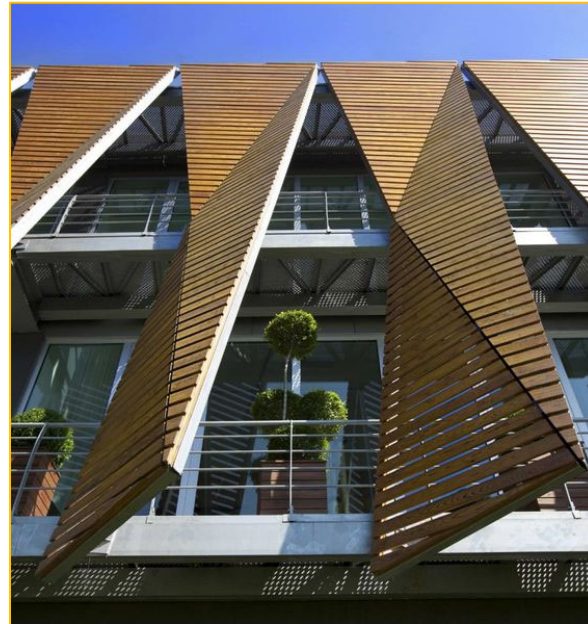
Integrated lighting in building exterior



Doma Lofts, San Diego



Individual street entrances, Marina del Rey

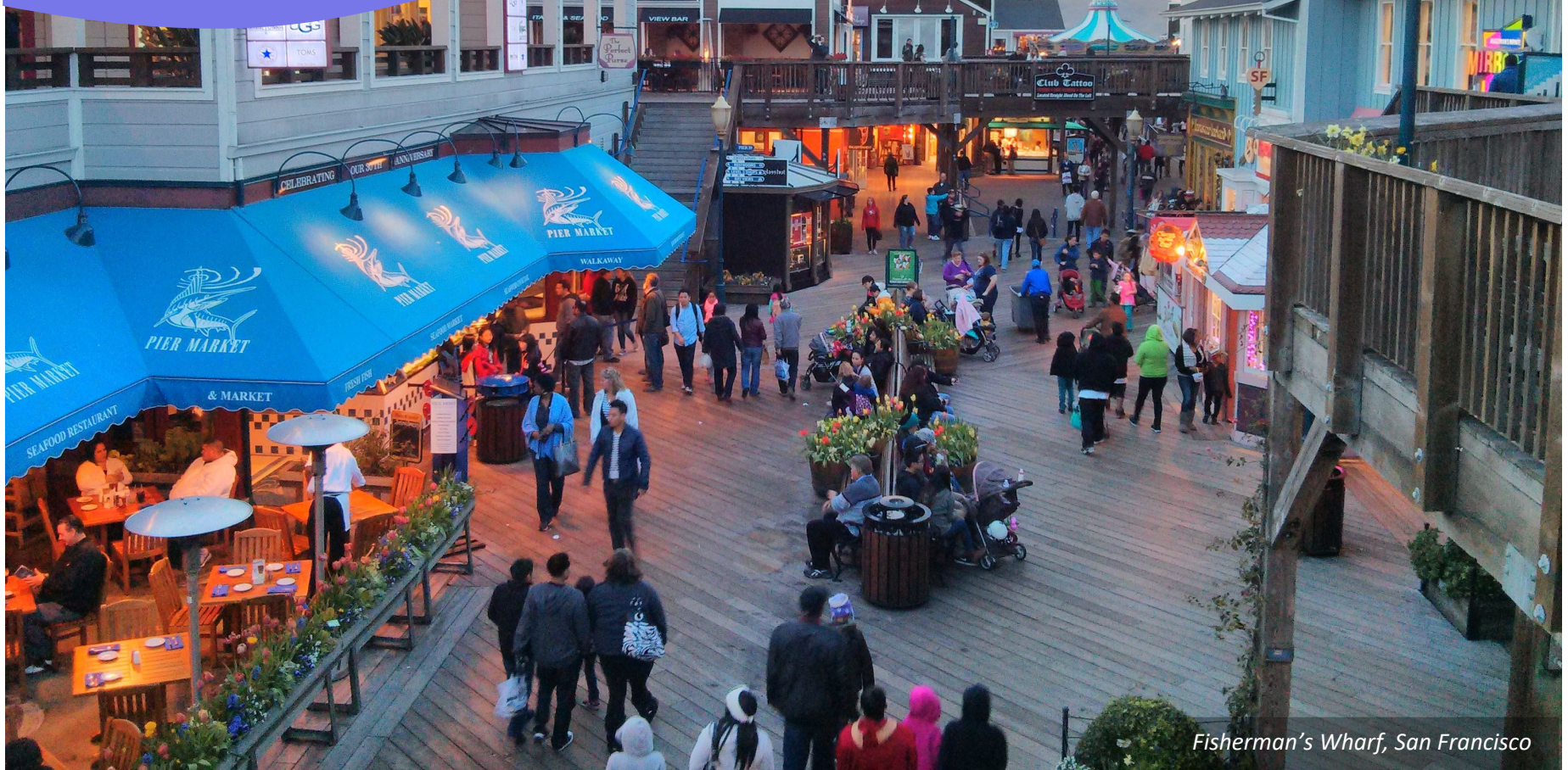


Timber screen - Istanbul, Turkey

VII. ACTIVITY DISTRICTS

One of the recommendations of the 2014 Marina del Rey Vision Statement was to create Activity Districts in Marina del Rey. This was based on analysis that identified public gathering spaces as a critical ingredient for enhancing the Marina's future land use scenarios. The following Activity Districts, which are areas with clusters of similar or related uses, are suggested as a means of creating sense of place:

- A. Marina Beach
- B. Visitor's Row
- C. Boater's Way



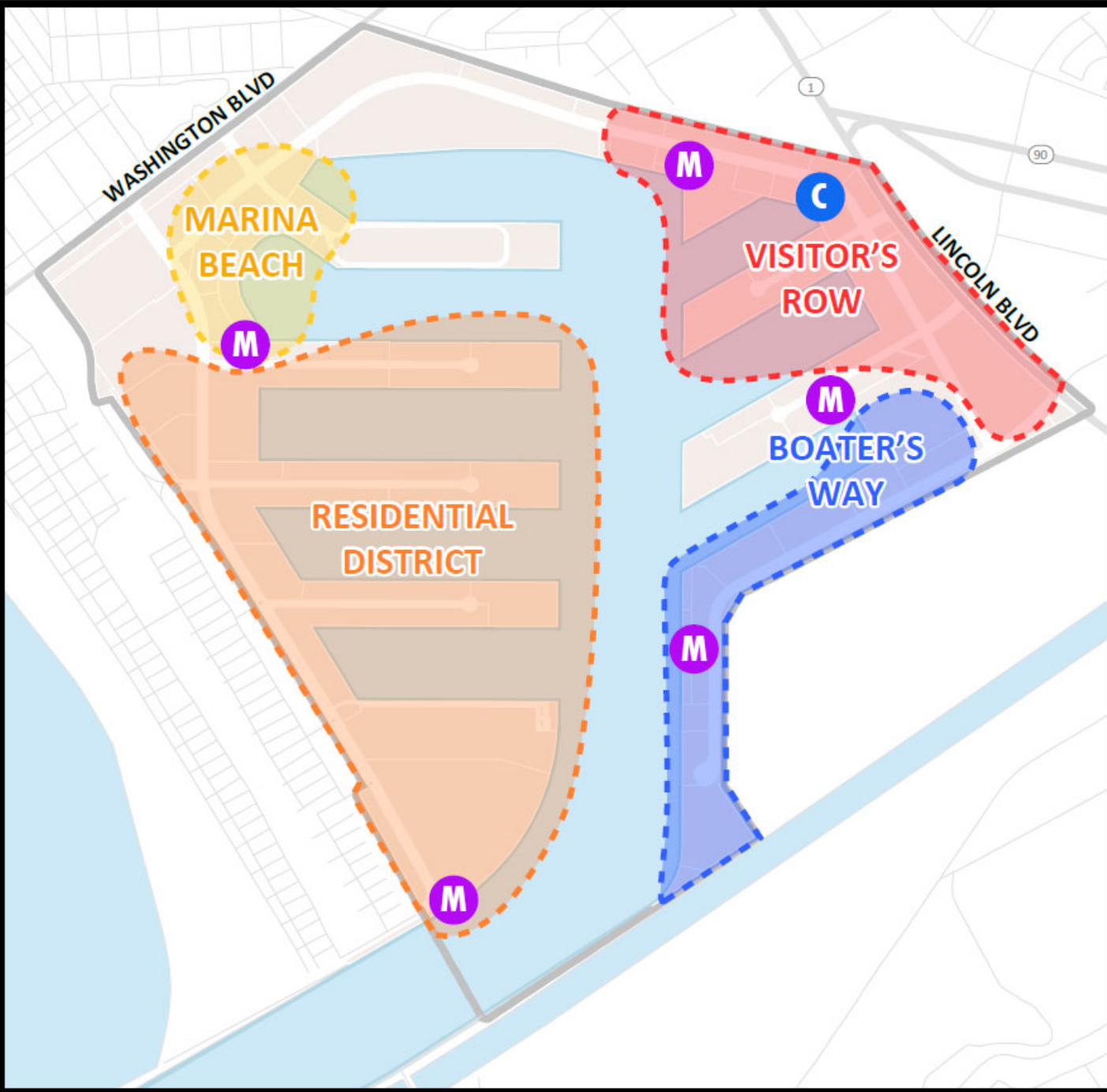
Fisherman's Wharf, San Francisco

COUNTY OF LOS ANGELES
MARINA DEL REY

**Visioning -
Activity Districts**

MAP KEY

- M** Mobility Hub
- C** Civic Center



LOCATION-SPECIFIC GUIDELINES

MARINA BEACH

The general land use and urban design recommendations for this area aim to realize a visitor-serving atmosphere with an emphasis on recreation and non-motorized boating activities.

~~DG-252~~DG.261 Encourage recreational, retail, and restaurant uses for pedestrians, bicyclists, families, non-motorized boaters, visitors, and residents.

~~DG-253~~DG.262 Create a Mobility Hub located in the existing parking areas near Marina Beach.

~~DG-254~~DG.263 Co-mingle boater-related operations, services, storage, and parking, with adjacent commercial and recreational uses as close as possible to Marina Beach.

~~DG-255~~DG.264 Locate low- to mid-rise hotel and/or visitor-serving uses on the parcels facing Marina Beach.

~~DG-256~~DG.265 Provide bistros with outdoor dining, new attractions, unique retail, and new improved pedestrian linkages connecting the Marina Beach promenade to adjacent basin promenades.

~~DG-257~~DG.266 Construct an enhanced gateway near the intersection of Washington Boulevard and Via Marina.

~~DG-258~~DG.267 Develop a boathouse for non-motorized boats near Marina Beach.

VISITOR'S ROW (ADMIRALTY WAY AREA)

The general land use and urban design ideas for this area aim to realize a more visitor-serving atmosphere with an emphasis on retail, restaurants, entertainment destinations, and civic uses.

~~DG-259~~DG.268 Reconfigure the area from the Fire Station to Mindanao Way into a waterfront-oriented mix of uses with clusters of restaurants with outdoor dining and retail linked together by a new enhanced continuous waterfront promenade. On the waterfront, there would be well-defined view corridors, short-term/visitor docks, and a shared parking facility.

~~DG-260~~DG.269 Develop a new civic center, possibly combined with a mobility hub. The civic center would co-locate harbor administration facilities on one site.

~~DG-261~~DG.270 Construct enhanced gateways near the intersections of Bali, Mindanao, and Fiji Ways with Lincoln Boulevard.

BOATER'S WAY (FIJI WAY AREA)

The general land use and urban design ideas for this area aim to realize a more boater-serving atmosphere with an emphasis on launching, storage, service/repair, charter boat operations, and parking to support these uses:

~~DG-262~~DG.271 Retain boat servicing, repair, and operations uses.

~~DG-263~~DG.272 Construct a continuous waterfront promenade where possible, taking into account safety considerations, with additional pedestrian linkages to make walking and bicycling more pleasant for visitors and residents.

~~DG-264~~DG.273 Revitalize the existing visitor-serving retail center along the Main Channel by bringing in waterfront-oriented mix of uses and enhancing the center's aesthetics.

VIII. PARKS

Parks are places of refuge and recreation in urban environments. They offer a variety of spaces that connect people to the land and water and provide social and cultural opportunities. Parks in Marina del Rey should enhance public access to the water and should be easily accessible through pedestrian, bicycle, vehicular, and watercraft routes.

Parks in Marina del Rey should provide active and passive recreational uses. Active uses include volleyball, parcourse, biking, swimming, kite flying, and boating. Passive uses include birding, boat watching, and picnicking.

Parks include:

- A. Burton W. Chace Park
- B. Marina Beach
- C. Yvonne B. Burke Park
- D. Pocket Parks



Klyde Warren Park, Dallas




COUNTY OF LOS ANGELES
MARINA DEL REY


Parks

MAP KEY

 Parks & Open Space

 Marina del Rey Boundary

 Marvin Braude Bike Trail

 Dr. William A. Burke
Marina Walk Promenade

COMMUNITY-WIDE GUIDELINES

BURTON W. CHACE PARK

Burton W. Chace Park is a waterfront park located at the end of Mindanao Way with views of the Main Channel and Basins G and H. The park features a community room, restrooms, picnic pavilions, a winding pedestrian and bicycle path, rolling hills, and viewing and seating opportunities. Many special events are held at the park such as movie nights, festivals, summer concerts, and Fourth of July fireworks.

The park should provide a variety of experiences that relate to the marine environment and encourage recreational boating, walking, picnicking, special events, and educational programs. The visual and physical connection between the park and the Marina should be enhanced by preserving and creating Marina views. The addition of a performance pavilion should also be considered to accommodate the seasonal shows held at the park.

MARINA BEACH

Marina Beach is a popular family destination with picnic pavilions, tables, barbecue grills, restrooms, showers, a playground, and volleyball courts. The beach should continue to encourage recreation activities and launching areas for non-motorized water-craft.

YVONNE B. BURKE PARK

Yvonne B. Burke Park is a passive linear park that provides an important place for recreation, bicycle, fitness, and pedestrian travel in Marina del Rey. The park has an existing par course fitness circuit and instructional signage. The park also includes gathering areas with benches, picnic areas and shade structures.

POCKET PARKS

Edgington Park is located at a prominent gateway location within the Marina at the intersection of Admiralty Way and Via Marina. It should include a dramatic architectural feature or fountain, landscaping, and the Marina del Rey branded signage.

Aubrey E. Austin Jr. Park can be enhanced in the same way as it is a gateway into Marina del Rey. This waterside park should continue to provide flowering canopy trees, shaded seating, landscaping, and interpretive elements. The cantilevered overlooks should be enhanced with paving and railings.

BOATER AMENITIES

Refer to the Boating Amenities section of the Site chapter on page 41.

BICYCLE AMENITIES

Refer to the Bicycle Amenities section of the Site chapter on page 41.

PAVING

Refer to the Paving section of the Site chapter on page 43.

FURNISHINGS

~~DG.265~~DG.274 Provide trellises with plantings, or other shade structures that are contemporary in design at seating, picnicking, barbeque, and play areas.

~~DG.266~~DG.275 Provide drinking fountains and water bottle refill stations, shade structures, and seating opportunities for resting and gathering, such as benches, seat walls, and stairs.

DG.276 Provide concealed water and power hook-ups for vendors and special events.

~~DG.267~~DG.277 Provide furnishings that contain durable materials suitable for a marine environment.

WATER FEATURES

~~DG.268~~DG.278 Design water features that are attractive when water is not in use. **S**

DG.279 Encourage the installation of interactive family-friendly water features that children can play in. Water features should be designed for minimal water use, and should utilize reclaimed water when possible. **S**

~~DG.269~~DG.280 Design and install water features that are water efficient to conserve water usage at the park (e.g. recirculating fountains, shallow splash parks, etc.)

LANDSCAPING

~~DG.270~~DG.281 Use park landscape to demonstrate sustainable landscaping techniques and principles. **S**

~~DG.271~~DG.282 Limit the use of turf to areas that have active recreational uses or seating and picnic areas. **S**

~~DG.272~~DG.283 Evaluate areas presently landscaped with turf and determine which areas could be converted to low shrub and ground cover plantings to help reduce site water use. **S**

~~DG.273~~DG.284 Evaluate areas where tree canopy can and should be increased in order to provide shade, improve air quality, and reduce the urban heat island effect. **S**

SIGNAGE

DG.285 Identify the park at key vehicular and pedestrian entry points.

~~DG.274~~ Install signage that explain sustainable characteristics found at the park (e.g. water and energy efficiency features) [Merged with DG #287]

~~DG.275~~DG.286 Embed interpretive elements into site elements such as railings, water features, and planting areas.

DG.287 Create a theme or story for interpretive signage that reveals the park as a learning environment. Interpretive signs should highlight topics such as the cultural and natural resources of Marina del Rey, and the maritime history of Southern California, and sustainable characteristics found at the park (e.g. native or drought tolerant landscaping, water, and energy efficiency features).

DG.288 Where applicable, utilize the Principles of Universal Design for County parks, open space, natural areas, and recreation programs to be usable by all people of different ages and abilities without the need for adaptation or specialized design. (OurCounty Sustainability Plan Action #81) **S**

~~DG.276~~DG.289 Design and renovate parks and park facilities to meet the Sustainable Sites Initiative's gold certification, or equivalent, for sustainable and resilient land development projects. (OurCounty Sustainability Plan Action #83) **S**



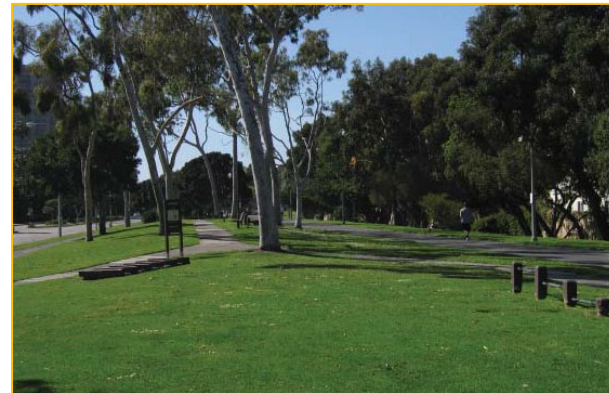
Burton W. Chace Park



Marina Beach ("Mother's Beach")



W.A.T.E.R. Program's youth sailing lessons



Yvonne B. Burke Park



Marina Movie Nights at the park



Aubrey E. Austin Jr. Park



Lobos Creek Valley, San Francisco



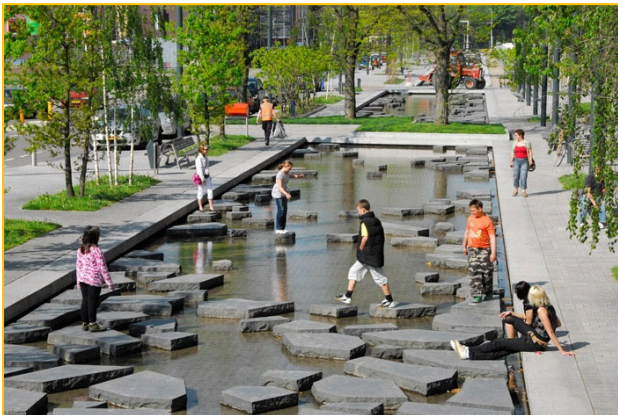
Grand Park, Los Angeles



Qinhuangdao Red Ribbon Park, China



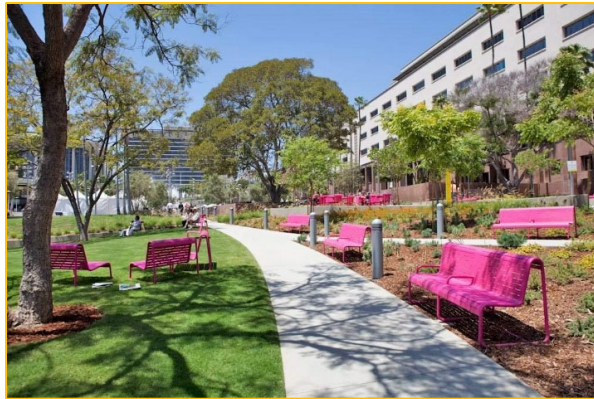
Annenberg Beach House, Santa Monica



The Brook, Netherlands



Waterfront, Sydney



Grand Park, Los Angeles



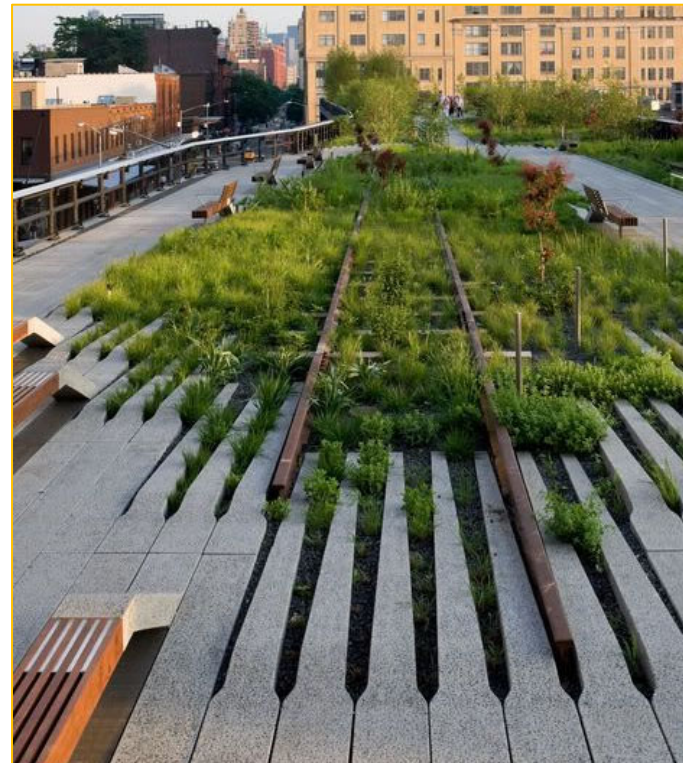
Tanner Springs Park, Portland



Rowing Shell and Canoe Storage, Marina Beach



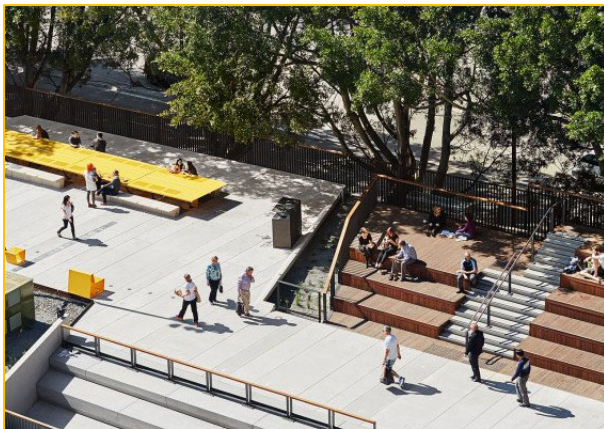
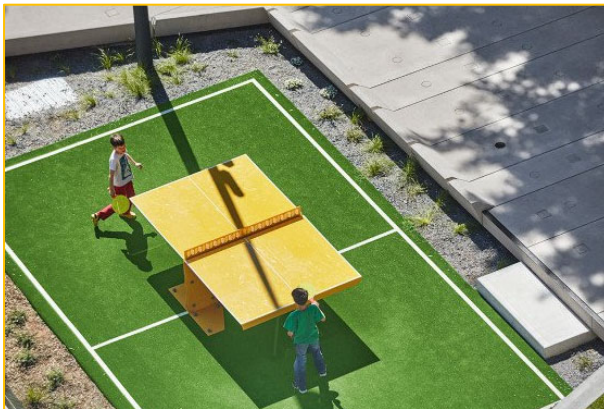
Tongva Park, Santa Monica



Highline Park, New York



Hyde Park, Sydney



The Goods Line - Sydney, Australia



Performance Pavilion, Playa Vista



Performance Pavilion, New York



Performing Pavilion - Lincoln Park Zoo, Chicago



Paris-Plages, Paris



Yoga in the park



Paddle House, Redondo Beach



Push boats - Luxembourg Gardens, Paris

IX. GLOSSARY

ARCADE - A covered walk with a line of columns, posts, or arches along one side.

BERM - A continuous bank of earth alongside a road, parking area or building.

BOLLARD - A low single post, or one of a series, set to prevent motor vehicles from entering an area.

BULKHEAD - The seawall dividing dry land areas from water areas, such as in a harbor.

COMMUNITY MARKERS - Community Markers assist in orienting people within a community and reinforce its identity. Community markers can be used to identify Marina del Rey through community branding elements such as signage, icons, unique sculptures, or special landscaping. Community markers can also be used to identify districts or other significant features or areas within the Marina.

CORNICE - Any molded projection which crowns or finishes the part to which it is affixed.

CURB EXTENSIONS - A traffic calming method requiring the narrowing of the roadway and the widening of the sidewalk.

DCB - The Design Control Board

DIMENSIONAL LETTERS - Freestanding or mounted three-dimensional letters.

DIRECTIONAL SIGN - Vehicular, cyclist, boater, and pedestrian-oriented directional signs direct people to destinations such as promenades, restrooms, shops and stores, parking, offices, bicycle paths, entrances, exits, anchorage entrances, bicycle paths etc.

EDUCATIONAL SIGN - A sign designed to educate and inform the public about the history, culture, environment, and maritime uses of Marina del Rey.

FURNISHINGS or STREET FURNITURE - Objects such as benches, drinking fountains, and trash receptacles placed along a walkway or street to increase pedestrian comfort.

GATEWAY - A public path or roadway in an urban environment that serves as an approach or entry point to a community or district, often featuring landmarks, fountain, statues, planting and signs.

GUEST DOCK - A transient dock which boaters can temporary tie up to for a limited amount of time.

HEAT ISLAND EFFECT - The rising of surface and overall ambient temperature due to dark roofs and paving materials absorbing the sun's rays.

ICON - Image or object symbolizing a place.

IDENTIFICATION SIGN - Signs that identify places such as offices, restrooms, shops, parking, entrances, exits, anchorage gates, the promenade, etc.

INFORMATIONAL SIGN - Informational signs give people more detailed information about the built or natural environment. These signs could provide maps, parking information, rates, hours of operation, listings of services, site or project directories, kiosks, etc.

INTERPRETIVE ELEMENTS - Signs, public art installations, and other features that draw attention to the history, ecology, cultural, and uses of Marina del Rey.

LANDMARK - Recognizable object serving as a distinguishing element for orientation.

MASSING - The organization of the building's overall volume; determines whether the building's scale feels appropriate.

MEDIANS - Typically 6-10 feet wide and can be placed either in the center of the road or in the area separating through-lanes from parking areas. Can be raised and filled with landscape elements.

MID-BLOCK CROSSING OR CROSSWALK - A crosswalk located in the middle of a block rather than at an intersection. Mid-block crosswalks channelize potential pedestrians from crossing at random locations to concentrate them at a suitable crossing location.

MOBILITY HUBS - Hubs where different modes of travel come together at key locations and provide the opportunity for convenient transfers between modes. These hubs would provide the Marina's residents and visitors with convenient mobility options beyond using their personal vehicle. Mobility hubs can be located in or adjacent to a centralized parking facility that serves adjacent uses and provides public parking opportunities, and can include or have nearby co-located WaterBus stops, landside transit stops, bicycle facilities, bicycle parking, bicycle sharing kiosks, pedestrian access, visitor and directional information, and car sharing opportunities.

MOLE - A man made peninsula.

MONUMENT SIGN - Freestanding signs, detached from buildings, and integrated into the landscape.

MULTI-USE PATH - A pathway designed for use by bicycles and pedestrians, sometimes as separated lanes.

NIGHT SKY LIGHT POLLUTION - Lighting systems that cast unnecessary light rays into the sky above as to interfere with birds and star gazing

"PARK ONCE" STRATEGY - Marina del Rey has a substantial number of public parking lots. Existing lots are rarely full, so there are opportunities to repurpose portions of parking lots to provide Mobility Hubs and additional transportation options. A "Park Once" district with shared parking is recommended in each district to operate district parking more efficiently (both public lots and private off-street facilities), and consolidated parking facilities could eventually serve these districts. Existing public parking capacity would be retained and consolidated into structures when necessary.

PEDESTRIAN-SCALE - Elements of the built environment that are comfortable to an average human size and perception.

PERVIOUS - Permeable such as the seepage of water through a porous material, such as soil.

PLANTING STRIPS - A landscaped area lying between a street curb and a sidewalk.

PLAZA - A public square in a city or town usually located near urban buildings and often featuring walkways, plantings, fountains, landmarks, sculptures and places to sit.

POP-OUT - The projection of portions of a building surface, such as a façade, to create relief in a building.

PUBLIC ART - Public art, or civic art, is an important component of placemaking and building community identity. Artwork in public spaces contributes to local identity and culture while creating unique and special places for people to enjoy.

OVERLOOK - Overlooks increase public views and access to water. Overlooks can provide opportunities for passive uses such as boat watching, picnicking or bird watching.

SENSE OF ARRIVAL - Announcing a sense of place with the usage of special features such as sculptures or community markers.

SETBACK - The minimum distance between a property line and a building, or portion thereof, as required by ordinance or code.

SIGN - Any arrangement of letters, numerals, or designs superimposed or painted on, suspended from or incised into a surface and used as an outdoor display or notice, pictorial or otherwise, for the purpose of delineating identity, advertising or for giving instructions and/or directions and/or information.

SITE DESIGN - The placement of buildings, parking areas, landscaped areas, and on-site pedestrian and vehicular circulation and access.

STEPBACK - The recessing of the upper floor(s) of the building.

STREETSCAPE - Refers to the design of a street, including the sidewalks, landscape planting, and character of the adjacent building façade or planted setback.

SUSTAINABLE - Refers to the low impacts to natural resources (materials, air quality, water quantity & quality, energy consumption) used in the built environment.

TOWER - A building, or portion of building, characterized by its relatively great height.

WALL PLANES - Front, side, or back elevations of a building.

WATER FEATURE - A fountain, pond, or body of water.

WATERBUS LANDINGS - The WaterBus is a ferry service that operates seasonally and has numerous boarding stops, or landings, throughout the harbor.

WATERFRONT ACCESSWAY – A pedestrian walkway that connects pedestrians to the public promenades from streets and sidewalks throughout Marina del Rey.

WIND TUNNEL EFFECT - The acceleration of wind as it is funneled between tall buildings.

x. INDEX

IMPLEMENTATION ACTIONS

- DG.1 Develop a Marina-wide ~~gateway~~ placemaking plan that includes vehicular, boating, pedestrian, and bicycling gateways and community markers.
- ~~DG.6 — Develop a Marina-wide marker plan.~~
- DG.~~89~~ Develop a comprehensive Marina-wide wayfinding sign program that is oriented to all Marina users (motorists, pedestrians, cyclists, and boaters).
- ~~DG.19 — Develop a Marina-wide civic art policy.~~
- DG.~~279~~ Develop a Marina-wide streetscape planting manual.
- DG.104 Develop multi-modal Mobility Hubs that would co-locate vehicular, transit, bicycle, and pedestrian facilities at strategic locations throughout the Marina, serving each activity district (see map). Introduce at least one mobility hub in each Activity District.
- DG.105 Develop Park-Once districts around the mobility hubs to consolidate parking and allow people to quickly enter the Marina, park, and navigate the Marina without the use of cars. “Park Once” districts include the areas around Marina Beach, the Lloyd Taber-Marina del Rey Library, Burton Chace Park/Waterside Shopping Center, and Fisherman’s Village.
- DG.~~1678~~ Develop a Marina-wide Interpretive Signage and Elements Master Plan which clearly defines primary interpretive themes, topics, exhibit titles, exhibit outcomes, exhibit messages, interpretive techniques and a location plan.

CLEAN MARINAS

- DG.~~635~~ Provide pet waste stations with disposal bags and receptacles along the promenade, at regular intervals.
- DG.~~646~~ Provide covered trash and recycling receptacles in convenient locations.
- DG.~~657~~ Provide covered recycling containers for fishing line near fishing areas.
- DG.~~668~~ Provide fish cleaning stations near fishing areas, to prevent cleaning fish directly into harbor waters.
- DG.~~6870~~ Provide signs adjacent to waterfront parking lots to prohibit littering, dumping, and vehicle or vessel service or cleaning, to prevent runoff from entering harbor waters.
- DG.122 All waste receptacles should be covered and designed to resist scavenging animals.
- DG.~~1780~~ Design trash enclosures to be compatible with the building architecture. Trash enclosures should be covered, either by providing an overhead trellis or roof to screen trash containers from views and scavenging wildlife. Trash enclosures should be designed to prevent spillage or leakage into the harbor waters (e.g. berms).

SUSTAINABILITY

DG.8~~45~~ Encourage LEED ~~Gold~~Silver or equivalent for buildings over 10,000 square feet.

DG.8~~56~~ Orient building footprints and masses to allow for internal daylight penetration, optimization of natural breezes for cooling and passive winter heating systems.

DG.8~~67~~ Develop design strategies to maximize energy efficiency, water capture, and re-use.

DG.8~~78~~ Utilize rainwater and other non-potable water sources in buildings and landscapes.

DG.112 Provide canopy trees and solar arrays in parking facilities to provide shade, reduce heat island effect, and offset the energy demand of the parking facility. Locate trees and shade structures to minimize the obstruction of views to the Marina.

DG.117 Incorporate pervious pavers in surface parking lots. At surface parking lots that are located along the waterfront, incorporate water quality enhancement BMPs to treat runoff.

DG.123 Water features should be designed for minimal water use, and should utilize reclaimed water when possible. Design water features to be attractive even when water is not used.

DG.132 Use light-colored paving to counteract the urban heat island effect.

DG.133 Use pervious paving materials.

DG.140 Use non-invasive, drought-tolerant plant species. Encourage the use of native plant species. Require the inclusion of

native species in areas adjacent to the Ballona Wetlands, Oxford Basin, and the Wetland Park.

DG.142 Provide water efficient landscape irrigation and mulching systems to reduce water use.

DG.143 Provide landscaping with adequate ground cover or mulch to protect the soil.

DG.144 Design landscapes to absorb run-off from adjacent impervious areas.

DG.145 Minimize use or eliminate high-maintenance turf and hedges.

DG.146 Adequate soils testing and recommendations from a soil lab are recommended to enhance sustainable landscape and site design.

DG.16~~32~~ Light fixtures should protect against night sky light pollution, control glare, and prevent light spill onto neighboring properties. Where visible from water areas, light sources shall be shielded to protect sea life, and to prevent any glare constituting a hazard to navigation.

DG.17~~76~~ Highlight sustainable landscaping techniques and principles through a combination of freestanding interpretive graphics and low profile plant identification signs or plaques.

DG.20~~85~~ Encourage Adhere to bird-safe building design as described in the LCP.

DG.2~~329~~ Encourage the installation of solar panels to power to the uses of the building.

DG.23~~30~~ Incorporate “cool” or green roofs and water harvesting strategies in building design.

DG.27~~83~~ Design water features that are attractive when water is not in use.

DG.27~~94~~ Encourage the installation of interactive family-friendly water features that children can play in. Water features should be designed for minimal water use, and should utilize reclaimed water when possible.

DG.280 Design and install water features that are water efficient to conserve water usage at the park (e.g., recirculating fountains, shallow splash parks, etc.)

DG.2~~81~~~~75~~ ————— Use park landscape to demonstrate sustainable landscaping techniques and principles.

DG.2~~82~~~~76~~ ————— Limit the use of turf to areas that have active recreational use or seating and picnic areas.

DG.2~~83~~~~77~~ ————— Evaluate areas presently landscaped with turf and determine which areas could be converted to low shrub and ground cover plantings to help reduce site water use.

DG.2~~78~~~~4~~ Evaluate areas where tree canopies~~y~~ can and should be increased in order to provide shade, improve air quality, and reduce the urban heat island effect.

DG. 288 Where applicable, utilize the Principles of Universal Design for County parks, open space, natural areas, and recreation programs to be usable by all people of different ages and abilities without the need for adaptation or specialized design. (OurCounty Sustainability Plan Action #81)

DG. 289 Design and renovate parks and park facilities to meet the Sustainable Sites Initiative's gold certification, or

equivalent, for sustainable and resilient land development projects. (OurCounty Sustainability Plan Action #83)



Caring for Our Coast

♦ ♦ ♦
Gary Jones
Director

Kerry Silverstrom
Chief Deputy

Amy M. Caves
Deputy Director

Carol Baker
Deputy Director

April 20, 2022

TO: Design Control Board
FROM: Gary Jones, Director 
SUBJECT: **ITEM 6A - ONGOING ACTIVITIES REPORT**

BOARD ACTIONS ON ITEMS RELATING TO MARINA DEL REY

On March 1, 2022, the Board of Supervisors (BOS) waived \$1,200 in gross receipts fees, \$495 in Transient Dock slips fees, and \$200 in parking fees for 25 volunteers at Burton W. Chace Park in Marina del Rey, excluding the cost of liability insurance, for the 2022 Dragon Boat Festival held on March 5, 2022. The event was co-sponsored by the Department of Beaches and Harbors and the County Dragon Boat Club.

On March 15, 2022, the BOS approved a project budget of \$18,700,000 for the Marina del Rey Public Safety Dock Replacement Project, located at 13851 Fiji Way in unincorporated Marina del Rey. The BOS also authorized the Director of Public Works to finalize contract negotiations and award and execute a design-build agreement with Bellingham Marine Industries, Inc. for a contract amount not to exceed \$13,758,947, plus a \$250,000 design completion allowance for a maximum contract amount not to exceed \$14,008,947.

REGIONAL PLANNING COMMISSION'S CALENDAR

No items related to Marina del Rey were on the March 2022 Regional Planning Commission's agenda.

CALIFORNIA COASTAL COMMISSION CALENDAR

No items related to Marina del Rey were on the March 2022 California Coastal Commission agenda.

FUTURE MAJOR DESIGN CONTROL BOARD ITEMS

The Department has conducted a periodic review and update of the Marina del Rey Design Guidelines, which can be found at DBH's website at the following link: http://file.lacounty.gov/SDSInter/dbh/docs/1017705_MdR_DesignGuidelines.pdf. A draft of the updated guidelines will be presented to the Board on April 20, 2022.



Design Control Board
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SMALL CRAFT HARBOR COMMISSION MINUTES

The February and March 2022 Small Craft Harbor Commission meeting minutes are pending.

REDEVELOPMENT PROJECT STATUS REPORT

The updated "Marina del Rey Redevelopment Projects Report" is attached.

GJ:WO:da
Attachments (1)

DESIGN CONTROL BOARD MINUTES

March 16, 2022

Members Present: Meg Rushing Coffee, Member (First District); Genelle Brooks-Petty (Second District); Steven Cho, Chair (Fourth District); Tony Wong, P.E., Vice Chair (Fifth District)

Members Absent: None

Department Staff Present: Amy Caves, Deputy Director; Warren Ontiveros, Division Chief; Maral Tashjian, Planning Specialist; Porsche White, Planner; Yeni Womack, Secretary

County Staff Present: Parjack Ghaderi, County Counsel; Clark Taylor, Department of Regional Planning

Guests Testifying: Mark Wagner, E&S Ring Management Corporation; Patrick Winters, Nadel Architects; Darren Shirai, MIG

1. Call to Order and Pledge of Allegiance

Chair Cho called the meeting to order at 1:30 pm and led the Pledge of Allegiance. Ms. Tashjian read the virtual meeting procedures.

2. Approval of the February 16, 2022 Minutes

Moved by Ms. Coffee, seconded by Chair Cho. The February 16, 2022 minutes were approved.

Ayes: 3 – Vice Chair Wong, Ms. Coffee, Chair Cho

Abstention: 1 – Genelle Brooks-Petty

Nays: 0

3. Consent Agenda

None

4. Old Business

- A. Parcel 113 – E&S Ring Management Corporation/Mariners Village Apartments – DCB # 14-003-C – Consideration of final site renovation plan

Ms. White presented the staff report.

Ms. Coffee asked the Applicant about the operable portions of the windows, which she mentioned was a question asked during the January Design Control Board meeting.

Mr. Winters explained that the building was either built or approved in the late 1960s when the building code required a 36" bottom sill, however, the requirement per current code has been raised to 42". He further explained that the portion of operable window is a code issue, but the venting area would meet or exceed the minimum code requirements after the window replacement.

Ms. Coffee asked if the new windows were more energy efficient than the existing ones.

Mr. Winters responded that the windows would be dual glazed and insulated glass units with new sills that are more energy-efficient.

Chair Cho asked if plans existed to bring the building up to code in terms of insulation.

Mr. Winters answered that there were no plans to do so.

Chair Cho mentioned a public comment regarding the proposed roof color and the heat island effect. He noted that under the roofing is not a factor and pointed out that the color of the roof and reflectivity is limited by Title 24.

Mr. Winters clarified that the proposed roofing is a new, single-ply code-compliant cool roof and explained that the energy performance would hugely improve with the proposed building improvements and the new windows.

Vice Chair Wong asked the applicant about the project's conceptual low impact development (LID) plan. Specifically, he asked about the LID components and connection for overflow discharge to the ocean.

Mr. Shirai stated that the project civil engineer was not present to answer the question. However, he explained that the stormwater would be collected in the modular wetlands, filtered through living media, and the filtered stormwater would then be discharged to the storm drain system and not directly into the channel.

Vice Chair Wong asked if the LID units would be connected to the existing storm drain system for the overflow.

Mr. Shirai replied affirmatively.

Ms. Coffee asked if there was a presentation from the Applicant.

Mr. Wager noted that several project consultants were present to address any questions and concerns. He explained that through the process, including the revisions presented during the meeting, the project team has shown a thoughtful design that meets Marina's design guidelines and would enhance Mariners Village.

Ms. Coffee stated that her preference for the balcony railing color was the darker alternative.

Chair Cho asked staff for guidance on how to proceed with choosing between two color options.

Ms. Tashjian replied that they could include their preference in a motion and vote on it.

Mr. Wagner explained that the project team provided two color options at the request of the Board. He also noted that the project team's preference was for the lighter railing color option, but was willing to move forward with either option.

Ms. Coffee noted that the heron colonies don't seem to interfere with the trees scheduled to be removed, but the colonies are in trees adjacent to the buildings that would have a lot of exterior work done.

Mr. Wagner explained that the project team would comply with any existing regulations before exterior work begins in those areas. He added that consultants would be hired to create a plan and meet with contractors to review relevant policies prior to working in those areas.

Chair Cho referred to public comments regarding the tree removals at the project site. He asked the applicant if they intend to remove more trees than listed on the submitted tree removal plan, which included six large canopy trees, three large coral trees, one pine tree, one laurel tree, and fourteen olive trees.

Mr. Wagner replied that only the trees noted in the submitted plans would be removed. He explained that should any additional trees need to be removed, it would be due to an emergency, such as a tree falling over and becoming an imminent danger. He stated that in this case, the lessee would apply for a permit with the Department of Beaches and Harbors (DBH) to remove the tree.

Public Comment

Ms. Hanscom expressed concern for the Marina del Rey blue heron nesting colonies. She asked for a continuance of this item until DBH complies with Supervisor Janice Hahn's motion for establishing oversight committees. Lastly, she stated that the map provided was inaccurate and noted that construction should not occur during nesting season.

Ms. Cummings stated that DCB approval is premature and relayed the importance of protecting the blue heron colonies. She also expressed concern about tree removals not shown on the map.

Ms. Dodson expressed concerns about the blue heron nesting colonies and requested that adequate protection be provided for construction activities near the colonies.

Mr. van de Hoek expressed concern regarding rooftop access security and the blue heron colonies. In addition, he recommended eucalyptus trees as a viable option for the project.

Board Comment

Vice Chair Wong stated that the LID units need to connect to the existing storm drain system for the overflow. He warned the applicant that if a public discharge point does not exist, the system would overflow to the surface, causing a direct flood into the ocean.

Chair Cho asked the Board for comments related to the removal and replacement of trees and the map of heron nesting colonies.

Ms. Coffee noted that the trees shown on the plan seem to be a good idea to remove due to no aesthetic value or habitat. She expressed concern about the conflicting information presented by the public and requested clarity.

Chair Cho noted that there weren't any photos or evidence submitted of illegally cut trees or stumps to support the claims.

Mr. Taylor explained that all entitlements authorized by the Department of Regional Planning (DRP) are required to comply with the tree replacement policy in the Marina del Rey Local Coastal Program (LCP). He also stated that the proper permits and reviews required for any tree removal in the Marina are under DRP's purview and separate from the DCB review process.

Chair Cho asked if future tree removal permits would be reviewed by the DCB.

Mr. Taylor replied that he was unsure if future tree removals would come before the DCB. He noted that tree removals require a site plan review and DBH staff would determine if a tree removal would also require review by the DCB.

Chair Cho stated that sometimes with replacements the overall impact of tree removals can be lost. He expressed that if the Department looks at the overall impact of tree removals holistically, the heron protection plan would be part of the process.

Mr. Taylor replied that DRP reviews each project on a case-by-case basis and rules exist to avoid piecemealing projects.

Ms. Tashjian noted that if a tree is proposed for removal at a site that has an approved landscape plan, DBH staff would review the proposed replacement's consistency with the approved landscape plan. If a proposal is significantly different from the approved plan, it would be brought before the DCB.

Ms. Coffee stated that the applicant submitted a landscape plan for this project, which includes a tree palette based on fire codes, water requirements, and native and non-native plant use.

Chair Cho expressed concern with future tree removals and asked if a condition could be added to the project that requires applicants to return before the DCB if they want to remove a tree.

Ms. Tashjian explained that the suggested condition is not practiced elsewhere in Marina del Rey and would set a precedent. She also stated that emergency tree removals or tree removals related to maintenance in the Marina are not always reviewed by the DCB.

Ms. Coffee expressed her appreciation for the concern and environmental impact. She noted that the issue of tree removals is beyond the purview of the DCB and is a matter for DBH and DRP to address.

Chair Cho expressed a public speaker's concern that the lease had not been renewed for the site. He asked if a condition could be placed on the project that if the lease conditions affect any items under the DCB's purview, the applicant would need to return to the DCB.

Ms. Caves explained that the DCB process, including DCB approval, is a condition for an extension of the lease and the lease extension has not been approved because the applicant is still working through the conditions to exercise their option to extend the lease. If the applicant deviates from what was presented during the DCB meeting, then the project changes would need to be reviewed by the DCB for an amended approval.

Chair Cho announced that he preferred the darker balcony railing color and had no preference for the material.

Ms. Coffee also preferred the darker color of the aluminum material because it reduced the balcony railing profile.

Ms. Brooks-Petty also preferred the darker color option.

**Moved by Vice Chair Wong, seconded by Ms. Coffee, this item was approved.
Ayes: 4 – Vice Chair Wong, Ms. Coffee, Chair Cho, Ms. Brooks-Petty**

5. New Business

A. Election of Officers

Vice Chair Wong proposed that the current officers remain in office until the next election.

**Moved by Vice Chair Wong, seconded by Ms. Coffee, this item was approved.
Ayes: 4 – Vice Chair Wong, Ms. Coffee, Chair Cho, Ms. Brooks-Petty**

Public Comment

None

B. Design Control Board New Member Training

Ms. White presented the staff report.

Mr. Taylor clarified that projects submitted to DRP can be heard, reviewed, and approved by either a hearing officer or the Regional Planning Commission, depending on the project's scope.

Chair Cho asked if the commissioners had to vote on this item.

Ms. White replied there was no need to vote.

Public Comment

Ms. Hanscom noted that the DCB has been the only Commission that has listened to the public. She explained that the Commission had Coastal Act compliance responsibilities ten years ago and suggested the creation of an eco-tourism board to ensure the original intent of the Marina is preserved.

6. Staff Reports

All reports were received and filed.

Moved by Vice Chair Wong, seconded by Ms. Coffee

**Ayes: 4 – Vice Chair Wong, Ms. Coffee, Chair Cho, Ms. Brooks-Petty
Nays: 0**

7. Public Comment

Ms. Hanscom provided background on the Ballona Wetlands and stated that there is a new public entrance adjacent to the Marina, across from Whiskey Reds. The gate is open from Wednesday through Saturday from 8 am to 1 pm and she requested that DBH staff promote the new Ballona Wetlands opening.

8. Adjournment

Chair Cho adjourned the meeting at 3:11 pm.

Respectfully Submitted,

Yeni Womack
Secretary for the Design Control Board

**Marina del Rey Redevelopment Projects Report
As of April 07, 2022**

Parcel No. Project Name	Representative	Redevelopment Proposed	Massing and Parking	Status
9 -- Proposed Hotel on northern portion of Parcel 9U, wetland park on southern portion.	Sam Hardage	<p>* Proposed dual building hotel, 6-story, 72'-high Marriott Residence Inn, and, 5-story, 61'-high Courtyard Marriott.</p> <p>*New promenade improvements, restaurants and amenities.</p> <p>* Wetland public park project (1.46 acres).</p>	<p>Massing – One six-story, 72' high hotel and one five-story 61' high hotel.</p> <p>Parking – 231 parking spaces serving the hotel and wetland park.</p>	<p>Proprietary -- Option was approved by BOS on 10/6/15. Lease was executed on July 31, 2017</p> <p>Regulatory -- January 6, 2016, the BOS' approval of the hotel project was appealed to the CCC. On May 13, 2016, the CCC granted a time extension, until December 12, 2016, for the wetland park CDP. On July 11, 2016, work began on the wetland park. On April 26, 2017, the DCB approved the final design of the hotel project. Construction of the hotel began on August 11, 2017, and Certificate of Occupancy was issued on August 2, 2021. The Department of Public Works, Building and Safety Division signed off on the Wetland Park December 2021. Wetland Park: Building and Safety signed off on GS Neptune (Parcel 14)'s work at the park in Dec 2021. Wetland Park is open to the public.</p>

**Marina del Rey Redevelopment Projects Report
As of April 07, 2022**

<p>10/14 (FF) -- Neptune Marina/ Legacy Partners</p>	<p>Andrew Kuo</p>	<p>* Demolish existing facilities and build 526 apartments.</p> <p>* 161-slip marina + 7 end-ties.</p> <p>* 28 foot-wide waterfront promenade.</p>	<p>Massing -- Four 55' tall clustered 4-story residential buildings over Parking with view corridor.</p> <p>Parking -- 1,012 project required parking spaces to be provided (103 public Parking spaces to be replaced off site)</p> <p>* Replacement of public parking both on and off site.</p>	<p>Proprietary -- December 1, 2015, the BOS agreed to extend the term of the option for up to one year. Lessee submitted Lease Assignments and Assignments of Options to extend existing lease for Parcel 10 and the lease for Parcel 14. The SCHC endorsed the assignments on September 21, 2016 and the BOS approved on October 4, 2016. Parcel 10 and 14 Lease as executed on 12/9/16.</p> <p>Regulatory -- On January 21, 2015, the final project design was approved by the Design Control Board. On December 12, 2016, work began on the project. Project completion is expected in Summer 2021. On December 14, 2021, the Lessee received Certificate of Occupancy for Parcels 10 and 14, and the Recorded Notice of Completion dated September 7, 2021. Lessee is requesting the Final Completion Certificate from the County.</p> <p>Lessee received Certificate of Occupancy for Parcels 10 and 14 on 12/14/2021, and the Recorded Notice of Completion dated 9/7/2021. Lessee is requesting the Final Completion Certificate from the County.</p>
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**Marina del Rey Redevelopment Projects Report
As of April 07, 2022**

Parcel No. Project Name	Representative	Redevelopment Proposed	Massing and Parking	Status
44 - Pier 44/Pacific Marina Venture	Michael Pashaie/ David Taban	<p>* Build 5 new visitor serving commercial and dry storage buildings</p> <p>* 82,652 s.f. visitor serving commercial space</p> <p>* 141 slips + 5 end ties and 57 dry storage spaces</p>	<p>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.</p> <p>Parking -- 381 at grade Parking spaces will be provided with shared Parking agreement (402 Parking spaces are required).</p>	<p>Proprietary -- The lessee initialed a revised Term Sheet on July 9, 2015. On January 13, 2016, SCHC endorsed DBH's recommendation to grant lessee an option to extend the lease term for 39 years. The Grant of Option was approved by the BOS in October 2016. Amended and restated lease was executed on August 24, 2017. Construction began on September 11, 2017. Trader Joe's opened on 4/18/19. Restaurants including, KazuNori Sushi, Hiho Burger, Uovo Pasta, and American Cheeseburger are now open to the public. Retailers including Bank of America, Seamark, and a few yacht brokers are also open for business.</p> <p>Regulatory -- February 9, 2016, the BOS approved the project, which was appealed to the CCC. CCC denied the appeal on June 9, 2016. Lessee has received tenant improvement permits to build out several sublessees' offices. Lessee anticipates the buildout to be complete by early 2022. A 40,000 sq.ft. building is currently vacant. Additionally, DPW will not issue a final Certificate of Occupancy until all buildings have been occupied. The lessee is in negotiation with several prospective tenants for the vacant space.</p> <p>Regulatory Matter: Shared Parking Agreement.</p>

**Marina del Rey Redevelopment Projects Report
As of April 07, 2022**

Parcel No. Project Name	Representative	Redevelopment Proposed	Massing and Parking	Status
113 -- Mariner's Village	Mark Wagner	<ul style="list-style-type: none"> * Renovation of 981 apartments * Improvements to promenade 	<p>Massing – Existing buildings to remain.</p> <p>Parking – Existing parking to remain.</p>	<p>Proprietary – Item opened on 9/23/2013. On October 30, 2018, the Los Angeles County Board of Supervisors approved an option for an amended at restated lease. The revised project will include 20% affordable units.</p> <p>Regulatory – The Regional Planning Commission approved an after-the-fact Coastal Development Permit (CDP) for the previous removal of waterbird nests. The appeal of that CDP was approved by the Coastal Commission in September 8, 2021. Lessee is tentatively scheduled to present at the Marina del Rey Design Control Board meeting scheduled for January 19, 2022. Lessee's presentation at Jan 19, 2022's DCB meeting was continued to allow more time to review the proposal. Staff scheduled ex-parte meetings with Meg Coffee and Chair Cho. Lessee's design plans were approved at the March 2022 DCB meeting.</p>



Caring for Our Coast

♦ ♦ ♦
Gary Jones
Director

Kerry Silverstrom
Chief Deputy

Amy M. Caves
Deputy Director

Carol Baker
Deputy Director

April 20, 2022

TO: Design Control Board
FROM: Gary Jones, Director
SUBJECT: **ITEM 6B – MARINA DEL REY SPECIAL EVENTS**

BURTON CHACE PARK YOGA CLASS

Burton Chace Park ♦ 13650 Mindanao Way ♦ Marina del Rey
Sundays
9:30 a.m. – 10:30 a.m.

Join the Department of Beaches and Harbors (Department) and instructor Anastasia for a yoga session at the water's edge and connect with nature and community. Classes are offered to all, regardless of age or ability for \$10 per class. Children should be able to follow along or sit quietly with a parent/guardian. Students must bring their own mats and water bottles. Please pre-register for each class by emailing chacepark@bh.lacounty.gov.

For more information: Call (424) 526-7910 or visit marinadelrey.lacounty.gov

BURTON CHACE PARK FITNESS CLASS

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

Join the Department and instructor Doreen Ferris for a beginner's group fitness/bootcamp session. Classes will be designed to progress during a four-week period, but all are welcome at any time. Classes are offered to adults over the age of 18, regardless of ability, for \$10 per class. Students must bring their own water bottles. Please pre-register for each class by emailing chacepark@bh.lacounty.gov

For more information: Call (424) 526-7910 or visit marinadelrey.lacounty.gov



BURTON CHACE PARK WALKING CLUB

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

The Department is sponsoring a FREE one-hour walking club. Get your exercise while taking in the beautiful view of the Marina del Rey harbor. Call (424) 526-7910 to RSVP or email to chacepark@bh.lacounty.gov.

For more information: Call (424) 526-7910 or visit marinadelrey.lacounty.gov

BURTON CHACE PARK ZUMBA CLASS

Burton Chace Park ♦ 13650 Mindanao Way ♦ Marina del Rey
Tuesdays and Thursdays
3:30 p.m. – 4:30 p.m.

Ditch your boring workout and join the Department's FREE outdoor Zumba class at Burton Chace Park! Each class is limited to 10 people. Registration is required and is available on a first-come, first served basis. Pre-register for each class by emailing chacepark@bh.lacounty.gov.

For more information: Call (424) 526-7910 or visit marinadelrey.lacounty.gov

DRAWING & PAINTING CLASS

In-Person and online class via Zoom
Wednesdays
5:00 p.m. – 6:30 p.m.

The Department is offering a FREE drawing and watercolor art class for beginners ages 14 years or older. In-person classes are limited to ten people and supplies are provided. Registration is required and is available on a first-come, first served basis. Pre-register for each class by emailing chacepark@bh.lacounty.gov.

For more information: Call (424) 526-7910 or visit marinadelrey.lacounty.gov

SUNSET SERIES REGATTAS 2022

Marina del Rey
Wednesdays through September 7, 2022
6:00 p.m. - 8:00 p.m.

Spectators can enjoy these races from the Marina waterfront on Wednesday evenings between 6:00 p.m. (sailboats leaving the harbor) and 8:00 p.m. (race finishes at California Yacht Club).

For more information: Visit calyachtclub.com/regattas

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 prepackaged foods and much more! Paid parking is available for 25 cents for every 10 minutes.

For more information: Call (424) 526-7900 or visit marinadelrey.lacounty.gov

FISHERMAN'S VILLAGE WEEKEND CONCERT SERIES

13755 Fiji Way ♦ Marina del Rey
Sponsored by Pacific Ocean Management, LLC
Sundays
2:00 p.m. – 5:00 p.m.

Sunday, April 24th
Rodney Taylor and Friends (Jazz)

For more information: Call Pacific Ocean Management at (310) 306-0400

2022 MARINA CULTURE JAM

Burton Chace Park ♦ 13650 Mindanao Way ♦ Marina del Rey

Don't miss the Department's first ever Marina Culture Jam series, presented by the Music Center! This special three-part series is FREE and features live performances, arts & crafts, cultural learning activities, and much more!

Sunday, May 15

11:30 AM Ballet Folclorico Do Brasil
1:30 PM Pacifico Dance Company

Sunday, June 12
11:30 AM TAIKOPROJECT
1:30 PM Diavolo

For more information: Call (424) 526-7900 or visit marinadelrey.lacounty.gov

BEACH EATS - GOURMET FOOD TRUCK EVENT

Lot #11 ♦ 14101 Panay Way ♦ Marina del Rey
Thursdays, May 12 – October 27, 2022
5:00 p.m. – 9:00 p.m.

The Department will host a gourmet food truck event in Marina del Rey that offers a variety of delectable savory foods and desserts. The weekly assortment of food trucks will vary along with menu options, such as gourmet burgers, hot dogs, tacos, lobster rolls, and more. Paid parking is available for 25 cents for every 10 minutes.

For more information: Call (424) 526-7900 or visit marinadelrey.lacounty.gov

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