



Caring for Our Coast

♦ ♦ ♦
Gary Jones
Director

Amy M. Caves
Chief Deputy Director

Carol Baker
Deputy Director

LaTayvius R. Alberty
Deputy Director

MARINA DEL REY DESIGN CONTROL BOARD AGENDA

Wednesday, March 19, 2025, 1:30 p.m.

Burton W. Chace Park
Community Building
13650 Mindanao Way
Marina del Rey, CA 90292

1. **Call to Order, Land Acknowledgement, and Pledge of Allegiance**

2. **Approval of the November 20, 2024 and December 18, 2024 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**

None

5. **New Business**

A. Parcel 95 – Marina West Shopping Center / Odessa Mama – DCB #25-001 – Consideration of new signage

B. Design Control Board New Member Training

C. 2025 Design Control Board Meeting Schedule

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

C. DCB Annual Report

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.

All materials provided to the Design Control Board Members are available for public review, beginning the Friday prior to the meeting, at the **four Marina del Rey locations listed below**. The Department of Beaches and Harbors website also provides all reports and audio files from current and past meetings. Electronic copies of project submittals for Business Items referred to in this agenda will be available online for a two week period from the date of this agenda.

Please visit the Department of Beaches and Harbors Website Address at <http://marinadelrey.lacounty.gov>, or the [Design Control Board Archive](#) for more information.

Department of Beaches and Harbors
Administration Building
13837 Fiji Way
Marina del Rey, CA 90292

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

Burton Chace Park Community Room
13650 Mindanao Way
Marina del Rey, CA 90292

Lloyd Taber-Marina del Rey Library
4533 Admiralty Way
Marina del Rey, CA 90292

DESIGN CONTROL BOARD MINUTES

November 20, 2024

Members Present: Meg Rushing Coffee, Chair (First District); Genelle Brooks-Petty, Vice Chair (Second District); Steven Cho, Member (Fourth District); Harold Suetsugu, Member (Fifth District)

Members Absent: None

Department Staff Present: Warren Ontiveros, Chief of Planning; Maral Tashjian, Planning Specialist; Porsche Nauls, Departmental Facilities Planner II; Tamika Simmons, Planner; Lola Reyna, Secretary

County Staff Present: Sevanna Hartonians, County Counsel; William Chen, Department of Regional Planning

Guests Testifying: Richard Kristie, Promotional Signs and Avery Carrig, Pulley

1. Call to Order and Pledge of Allegiance

Chair Coffee called the meeting to order at 1:30 pm.

Chair Coffee read the Land Acknowledgement and introduced the Pledge of Allegiance.

2. Approval of the August 21, 2024 Minutes

Board Member Suetsugu moved to approve the August 21, 2024 minutes, seconded by Vice Chair Brooks-Petty.

Ayes: 4 – Chair Coffee, Vice Chair Brooks-Petty, Mr. Cho, Mr. Suetsugu

Nays: 0

3. Consent Agenda

None

4. Old Business

None

5. New Business

A. Parcel 97 – Marina Beach Shopping Center / Wateria – DCB #24-008 – Consideration of new signage

Ms. Simmons presented the staff report.

Board Comment

Board member Suetsugu asked staff when the design for the building façade renovation was initially approved and asked for confirmation that the façade design would not change.

Ms. Simmons replied that the renovation design was approved by the Board in 2018.

Chair Coffee requested that the applicant approach the Board and asked if the sign would lay flat against the perforated building façade treatment or if it would go in and out with the façade.

Mr. Kristie introduced himself and confirmed that the sign would be flat.

Board Member Cho asked if the sign would be halo lit at night.

Mr. Kristie stated that the sign would be backlight with reflective lighting.

Board Member Suetsugu asked if the back lighting would reflect on the façade.

Mr. Kristie explained that there would be a sign cabinet installed to contain any light leakage.

Public Comment

None

Board Member Suetsugu moved to approve DCB #24-008, seconded by Board Member Cho.

Ayes: 4 – Chair Coffee, Vice Chair Brooks-Petty, Mr. Cho, Mr. Suetsugu

Nays: 0

B. Parcel 50 – Waterside Shopping Center / Solidcore – DCB #24-009 – Consideration of new signage and awning

Ms. Simmons presented the staff report.

Board Comment

Chair Coffee asked if the sign installation would require removal of a lighting sconce and if there would be any impacts to lighting requirements for the site should the fixture be removed.

Ms. Tashjian clarified that there were no County requirements related to the lighting.

Chair Coffee asked if the applicant was present.

Ms. Carrig introduced herself to the Board.

Vice Chair Brooks-Petty asked if removal of the sconce would create a dark area at the storefront and requested confirmation of the measurements noted on the plan set.

Ms. Carrig confirmed that the measurements were correct, and the sconce would be removed.

Chair Coffee noted that it appeared the awning would partially cover the sign.

Ms. Carrig stated that while at certain vantage points the awning appeared to slightly cover the blade sign based on the plan set, this would not be the case once the sign is installed.

Ms. Nauls noted that there are light posts installed throughout the site, including one in an area near the storefront.

Public Comment

None

Board Member Cho moved to approve DCB #24-009, seconded by Board Member Suetsugu.

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

6. Staff Reports

All reports were received and filed.

Moved by Vice Chair Brooks-Petty, seconded by Board Member Suetsugu.

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

7. Public Comment

None

8. Adjournment

Moved by Vice Chair Brooks-Petty, seconded by Board Member Suetsugu.

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

Chair Coffee adjourned the meeting at 1:53 p.m.

Respectfully Submitted,

Lola Reyna
Secretary for the Design Control Board

DESIGN CONTROL BOARD MINUTES

December 18, 2024

Members Present: Genelle Brooks-Petty, Vice Chair (Second District); Sing Sing Lee, Member (Third District); Steven Cho, Member (Fourth District)

Members Absent: Meg Rushing Coffee, Chair (First District); Harold Suetsugu, Member (Fifth District)

Department Staff Present: Warren Ontiveros, Planning Division Chief; Maral Tashjian, Planning Specialist; Porsche Nauls, Departmental Facilities Planner II; Tamika Simmons, Planner; Lola Reyna, Secretary

County Staff Present: Sevanna Hartonians, County Counsel; Nathan Merrick, Department of Regional Planning

Guests Testifying: Annie Tan, Public Works; Design Architect, Sparano + Mooney Architecture

1. Call to Order and Pledge of Allegiance

Vice Chair Petty-Brooks called the meeting to order at 9:09 am.

Vice Chair Petty-Brooks read the Land Acknowledgement and introduced the Pledge of Allegiance. In addition, she introduced new member Sing Sing Lee, appointed by Third District Supervisor Lindsey P. Horvath.

2. Consent Agenda

Board Member Cho moved that Item 4A be added to the consent agenda, seconded by Board Member Lee.

Ayes: 3 – Vice Chair Brooks-Petty, Ms. Lee, Mr. Cho

Nays: 0

Board Member Cho moved that Item 4A be approved, seconded by Board Member Lee.

Ayes: 3 – Vice Chair Brooks-Petty, Ms. Lee, Mr. Cho

Nays: 0

3. Old Business

- A. Parcel 44 – Pacific Marina Venture, LLC / Tesla Motors, Inc. – DCB # 22-011-C – Consideration of landscaping improvements

Ms. Simmons presented the staff report.

Board Comment

Board Member Cho stated that he would prefer that a new tree be installed in the Option 1 location, which was seconded by Vice Chair Brooks-Petty and Board Member Lee.

Public Comment

None

Board Member Cho moved to approve DCB #22-011-C, with a condition that the new tree be installed in the Option 1 location, seconded by Board Member Lee.

Ayes: 3 – Vice Chair Brooks-Petty, Ms. Lee, Mr. Cho

Nays: 0

B. Parcel HS & 91 – Marina “Mother’s” Beach Restroom/Non-Motorized Boat Storage Renovation – DCB #23-011-B – Consideration of final design for site improvements

Ms. Simmons presented the staff report.

Board Comment

Board Member Cho asked if reducing the height of the seat wall would cause an issue with moving the project forward in the approval process.

Mr. Ontiveros invited the Department of Public Works to provide a response.

Ms. Tan introduced herself and a design architect of Sparano + Mooney Architecture. The design architect stated that the reason for the seat wall is to prevent accidents due to the significant drop off from the promenade elevation to the sand. The seat wall would be used as both a barrier and a secondary seating area.

Mr. Ontiveros asked if a portion of the seat wall could be lowered.

The design architect confirmed that there were changes to the project since it was last presented to the Board and noted that the drop off has been reduced and a portion of the seat wall could be removed. He asked if the Board would want there to be a curb or a painted signal to indicate that there is still a drop off located in the area.

Board Member Cho noted that a curb would be needed for the drop off to meet ADA requirements but understands that a 6” curb would be a trip hazard.

The design architect stated that for consistency, the curb could be taller than 6” with the same width as the base of the bench.

Board Member Cho suggested that an 8” curb be used after further discussion with the Board regarding curb options, functionality of the space, and potential impacts on safety.

Vice Chair Brooks-Petty asked for clarification regarding the walkway design and if there would be proper landings near the access ramp for ADA use.

The design architect explained the progression of the various landings from the sidewalk to the beach access mat and noted that the slope of these features would be less than five percent which doesn’t require the installation of guardrails or handrails.

Board Member Cho asked for clarification regarding the grade change of the ramp near the sidewalk to the rinse area and expressed concern regarding a potential 30” change in grade.

The design architect explained that the grade was reduced to be between 6" and 8" in order to accommodate an accessible rinse off station in the area. Ms. Tan also explained that the sand along the promenade in front of the building and around the ramp would be regraded.

Vice Chair Brooks-Petty asked if there was a reason that the colored concrete could not be extended to the adjoining sidewalk.

The design architect stated that due to budget reasons the color concrete was not extended.

Board Member Cho suggested that the color concrete be extended to the sidewalk.

Board Member Lee agreed.

Public Comment

None

Board Member Cho moved to approve DCB #22-011-B with a condition that the Applicant (1) reduce the proposed height of the seat wall along Palawan Way to 8" between the first palm tree south of the new ADA ramp and the beginning of the storage cabinet on the sand, with the remainder of the seat wall being 18" tall, and (2) extend the proposed colored concrete promenade design to the adjoining sidewalk.

Ayes: 3 – Vice Chair Brooks-Petty, Ms. Lee, Mr. Cho

Nays: 0

4. New Business

A. Parcel 50 – Waterside Shopping Center / Free People Movement – DCB #24-010 – Consideration of new signage

This item was moved to the Consent Agenda Item #2.

5. Staff Reports

All reports were received and filed.

Moved by Board Member Cho, seconded by Board Member Lee

Ayes: 3 – Vice Chair Brooks-Petty, Ms. Lee, Mr. Cho

Nays: 0

6. Public Comment

Ms. Jeannette Dilly addressed the Board regarding an abandoned building along Vista del Mar behind a lifeguard tower in Playa del Rey. She also expressed concern regarding a portion of the bike path between Parcels 49R and 50 and the condition of Playa del Rey.

7. Adjournment

Moved by Board Member Lee, seconded by Board Member Cho

Ayes: 3 – Vice Chair Brooks-Petty, Ms. Lee, Mr. Cho

Nays: 0

Chair Coffee adjourned the meeting at 10:05 a.m.

Respectfully Submitted,

Lola Reyna
Secretary for the Design Control Board



Location of March 19, 2025 DCB Items





Caring for Our Coast



Gary Jones
Director

Amy M. Caves
Chief Deputy Director

Carol Baker
Deputy Director

LaTayvius R. Alberty
Deputy Director

March 19, 2025

TO: Design Control Board

FROM: Gary Jones, Director

**SUBJECT: ITEM 5A – PARCEL 95 – ODESSA MAMA – DCB #25-001 –
CONSIDERATION OF NEW SIGNAGE**

Item 5A on your agenda is a submittal from Odessa Mama (Applicant), seeking approval for new signage. The project is located at 480 Washington Boulevard, within the Parcel 95 Marina West Shopping Center.

PROJECT OVERVIEW

Existing Conditions

Parcel 95 is developed with four existing buildings on approximately 1.7 acres and is bordered to the east by Parcel LLS (parking lot), to the west by Via Dolce, to the north by Washington Boulevard, and to the south by Parcel 103, Pearl Apartments. Odessa Mama occupies the building adjacent to Parcel LLS.

Proposed Project

The Applicant proposes to install two new tenant identification signs.

SIGNAGE

Building Façade

The Applicant proposes to install one wall-mounted tenant identification sign on the existing internally illuminated building façade sign cabinet, facing Washington Boulevard. The plastic sign face would measure approximately 14' wide by 2'-3" tall and would be installed approximately 8' above grade. The sign would read "Odessa Mama" in 10" tall black *Playbill* font printed letters with an orange drop shadow and "Food Boutique" in 8" tall black *Arial* font printed letters. The sign graphics would include a statue and lighthouse, water, and sky graphics in color tones of yellow, grey, green, white, and blue. The Applicant shared that the graphics used for the signage are symbolic of Ukraine, which ties to the restaurant's cuisine.



Monument Sign

The Applicant proposes to refurbish an existing freestanding double-sided monument sign, located at the northeast corner of the building along Washington Boulevard. The existing sign cabinet is approximately 8' above grade, internally illuminated, and includes a black aluminum frame. Each sign face would measure 6'-9" wide by 4'-2" tall and would read "Odessa Mama" in 9" black *Playbill* font printed letters with orange drop shadows and "Food Boutique" in 5" black *Arial* font printed letters. The sign faces would include the same materials, graphics, and colors as the proposed building façade sign.

Hours of Illumination

The hours of illumination for the signs would be from 5pm until 12am.

STAFF REVIEW

Staff finds that the proposed improvements do not alter the overall architectural style of the parcel and are generally consistent with the Marina del Rey Design Guidelines. In response to comments from staff, the Applicant has refined their sign design to ensure a uniform style is maintained for each sign, including using consistent fonts and background graphics. 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 that your Board determine whether the project articulates the County's desired aesthetic and level of quality for signage in the Marina. If approved, staff recommends 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 without written approval from the Department of Beaches and Harbors Planning Division staff.**
- 3) No substantial change shall be made to the approved design without the written consent of the Design Control Board.**

GJ:WO:ts

FOOD BOUTIQUE
"ODESSA MAMA"

PARCEL-95
(BUILDING 1)
480 WASHINGTON BLVD.,
MARINA DEL REY, CA 90292
APN:4224-005-910

APPLICANT:
AIMA HOLDINGS, INC
4170 ADMIRALTY WAY, UNIT 313
MARINA DEL REY, CA 90282



18041 DEVONSHIRE ST., #222
NORTHRIDGE, CA 91325
818-644-3471



1



2



3



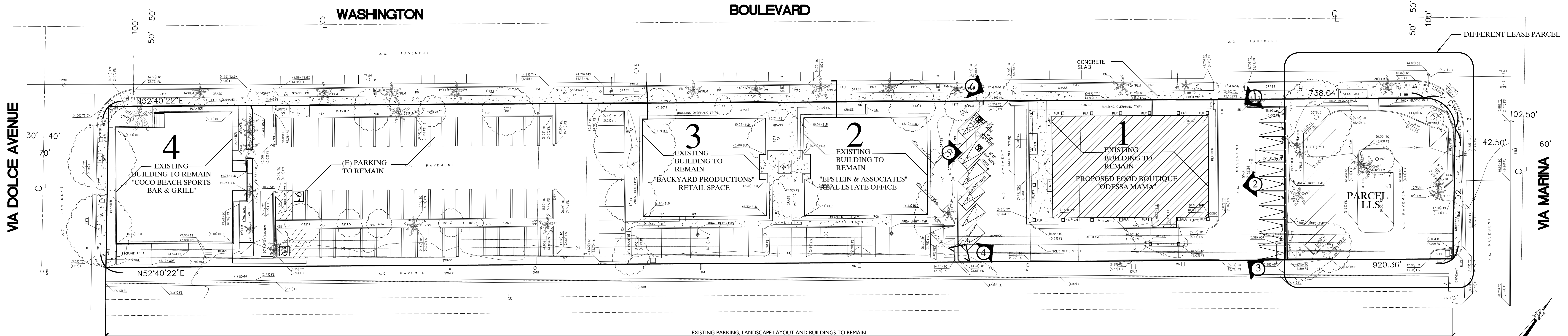
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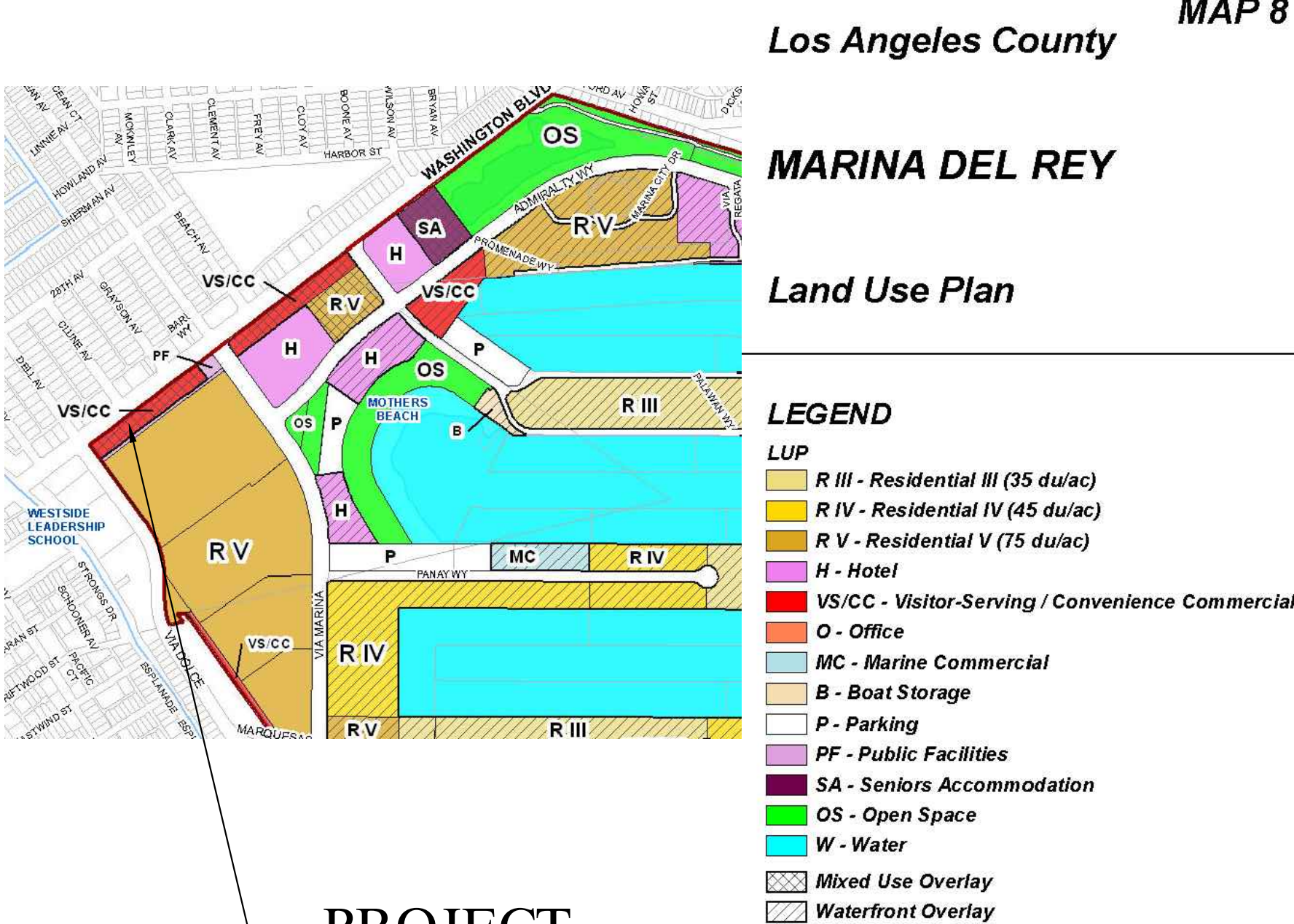


SITE PLAN

TOTAL PARKING SPACES
FOR FOOD BOUTIQUE
"ODESSA MAMA":
TOTAL: 17
regular: 15
handicap: 2

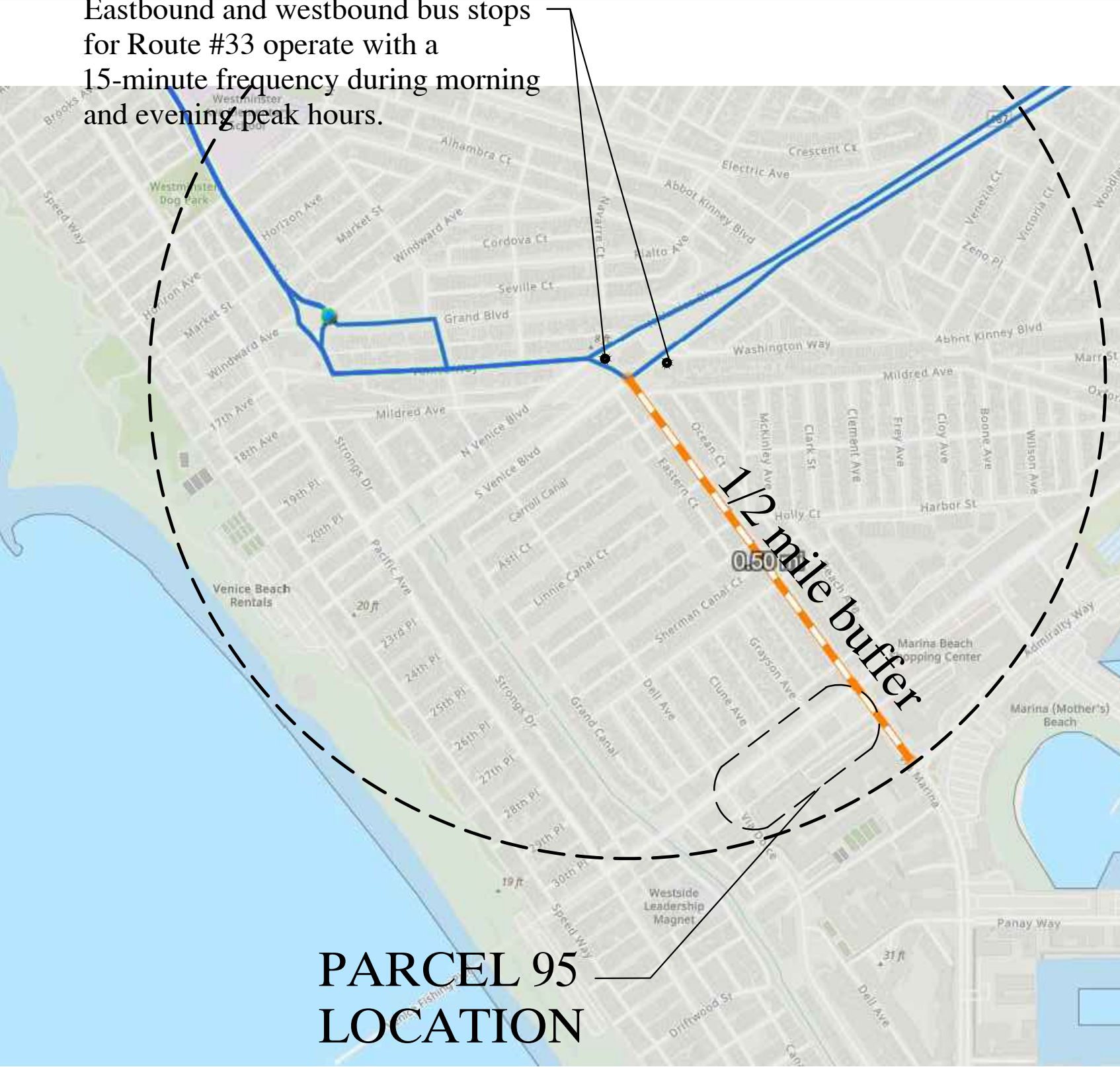
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LAND USE MAP



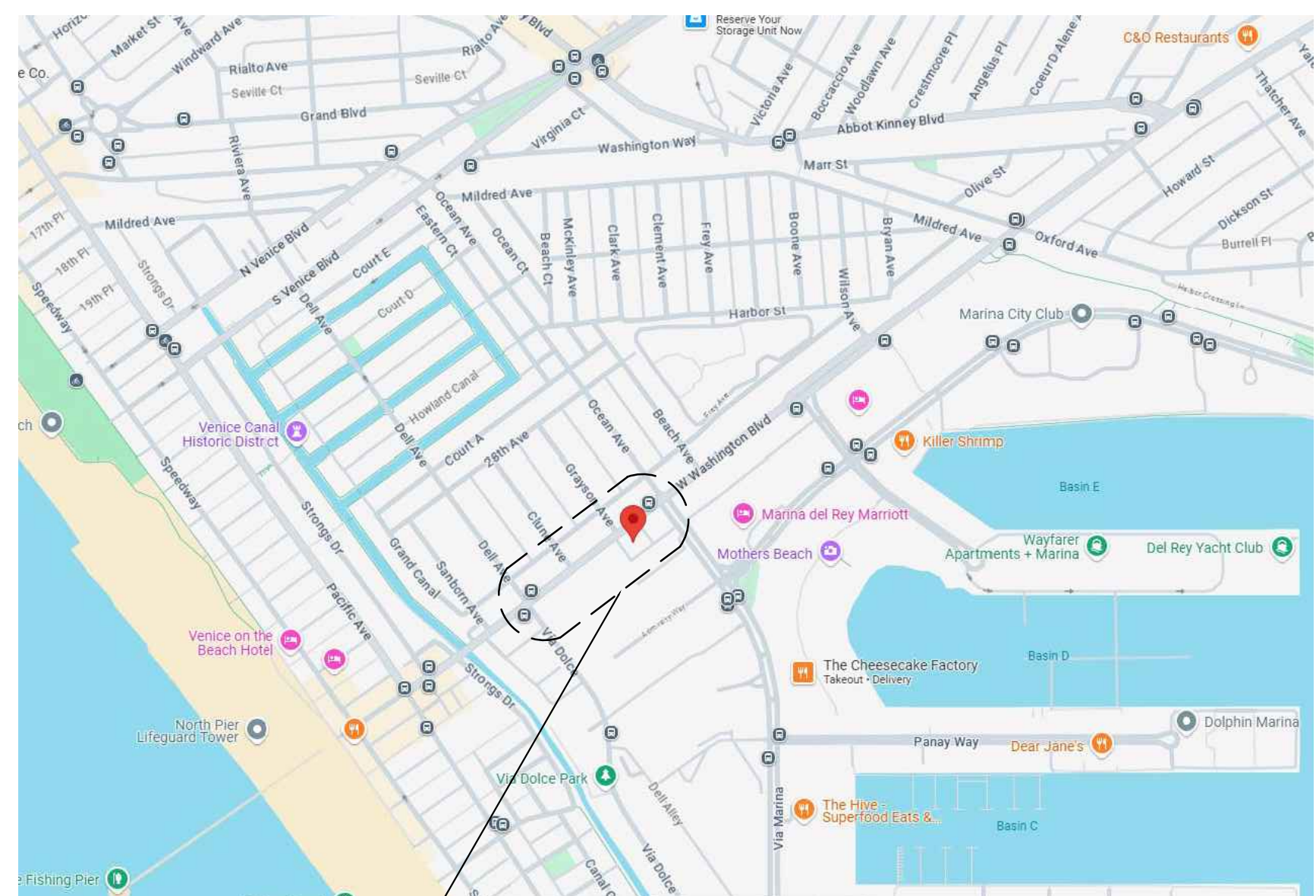
PROJECT
LOCATION

SCAG - HIGH QUALITY TRANSIT AREA



PARCEL 95
LOCATION

VICINITY MAP



PROJECT
LOCATION

SHEET INDEX

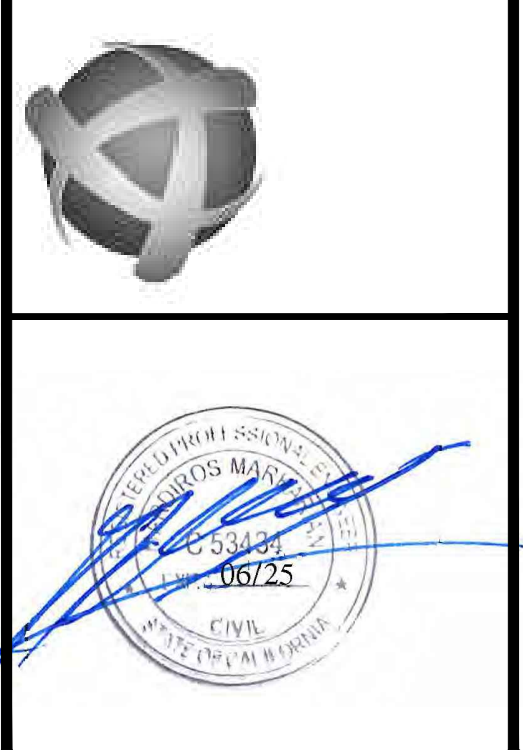
TITLE PAGE
SITE PLAN, PROJECT DATA, SITE PHOTOS
FLOOR PLAN, ELEVATIONS
SIGN DESIGN

A1
A2
A3

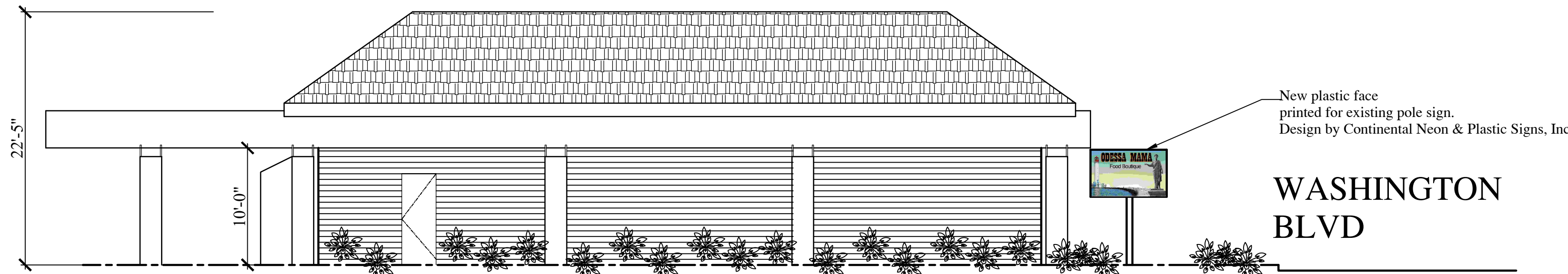
REVISIONS	BY

SITE PLAN
PARCEL 95, BUILDING 1
"ODESSA MAMA"
480 WASHINGTON BLVD.,
MARINA DEL REY, CA 90292
APN: 4224-005-910

AXIOM
DESIGN & DEVELOPMENT
AXIOM.OKSANA@GMAIL.COM
(818) 644-3471

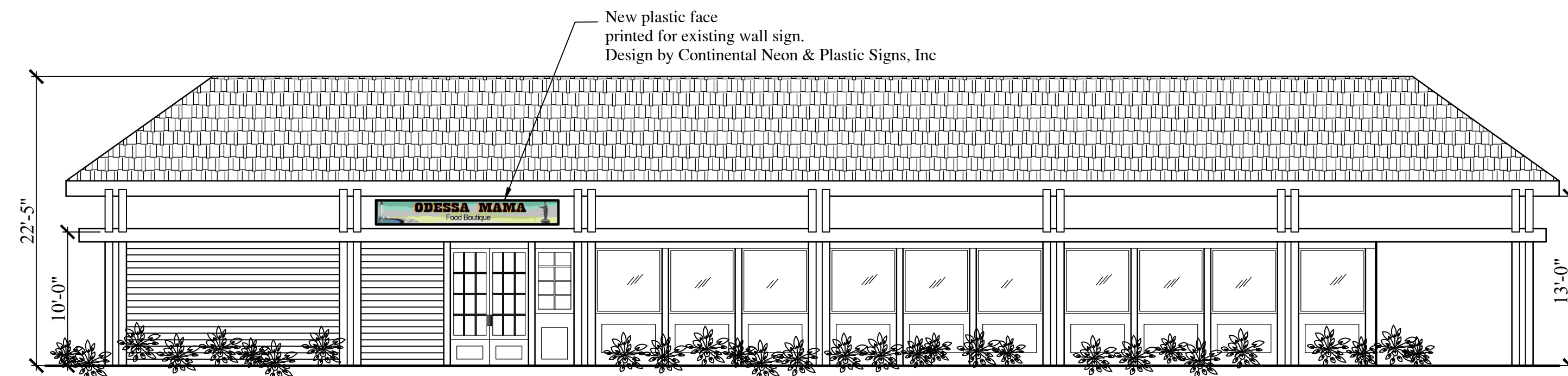


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DATE 11/18/2024
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JOB NO.
SHEET A1
OF SHEETS



EAST ELEVATION

SCALE: 1/8" = 1'



NORTH ELEVATION

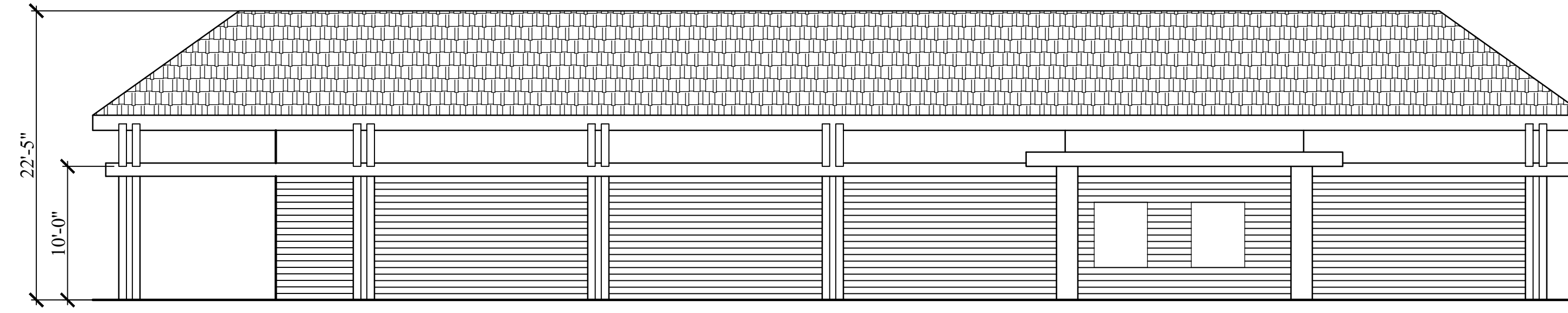
NORTH ELEVATION

SCALE: 1/8" = 1'



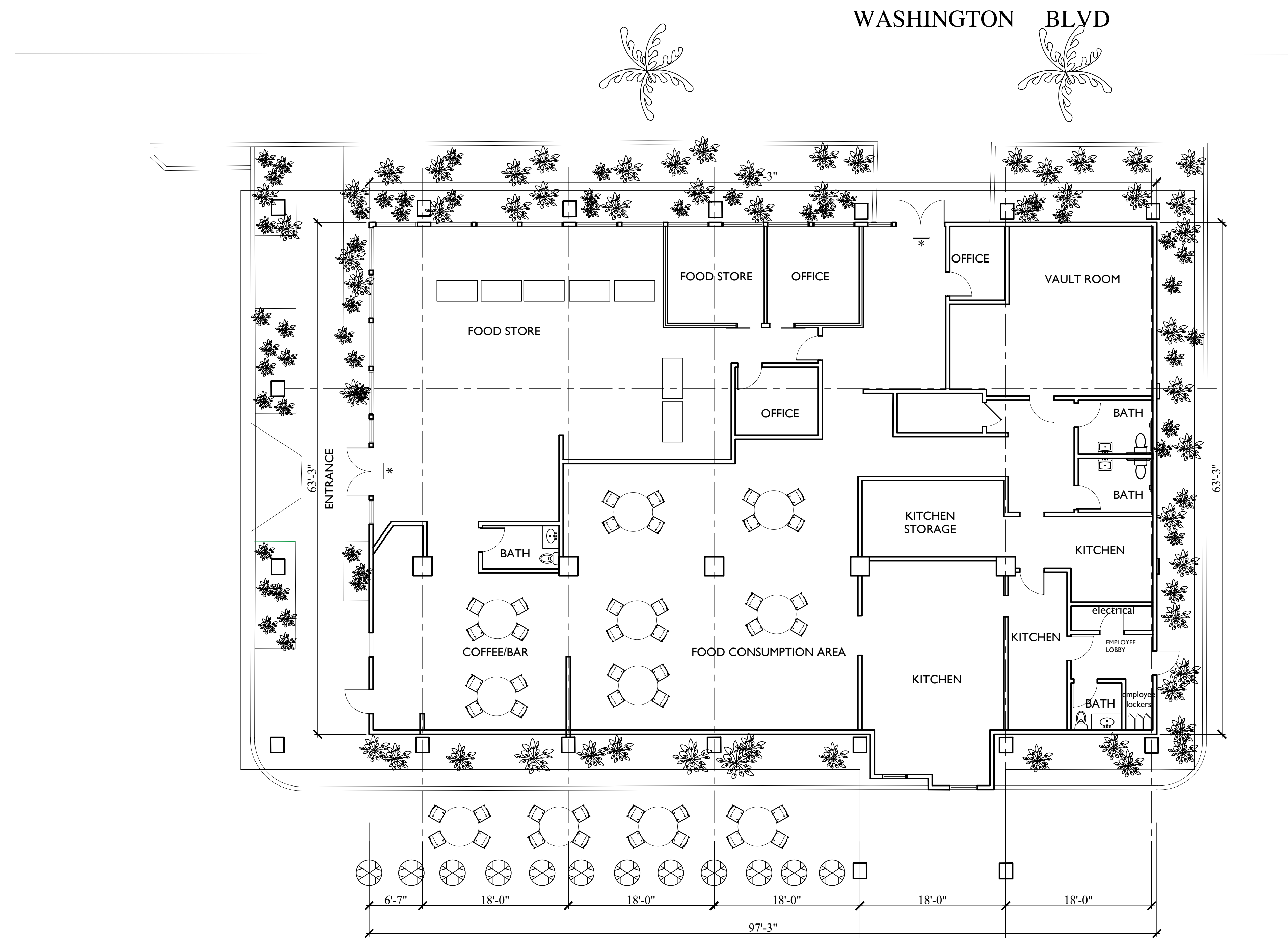
WEST ELEVATION

SCALE: 1/8" = 1'



SOUTH ELEVATION

SCALE: 1/8" = 1'



FLOOR PLAN

SCALE: 1/8" = 1'

REVISIONS	BY

FLOOR PLAN & ELEVATIONS

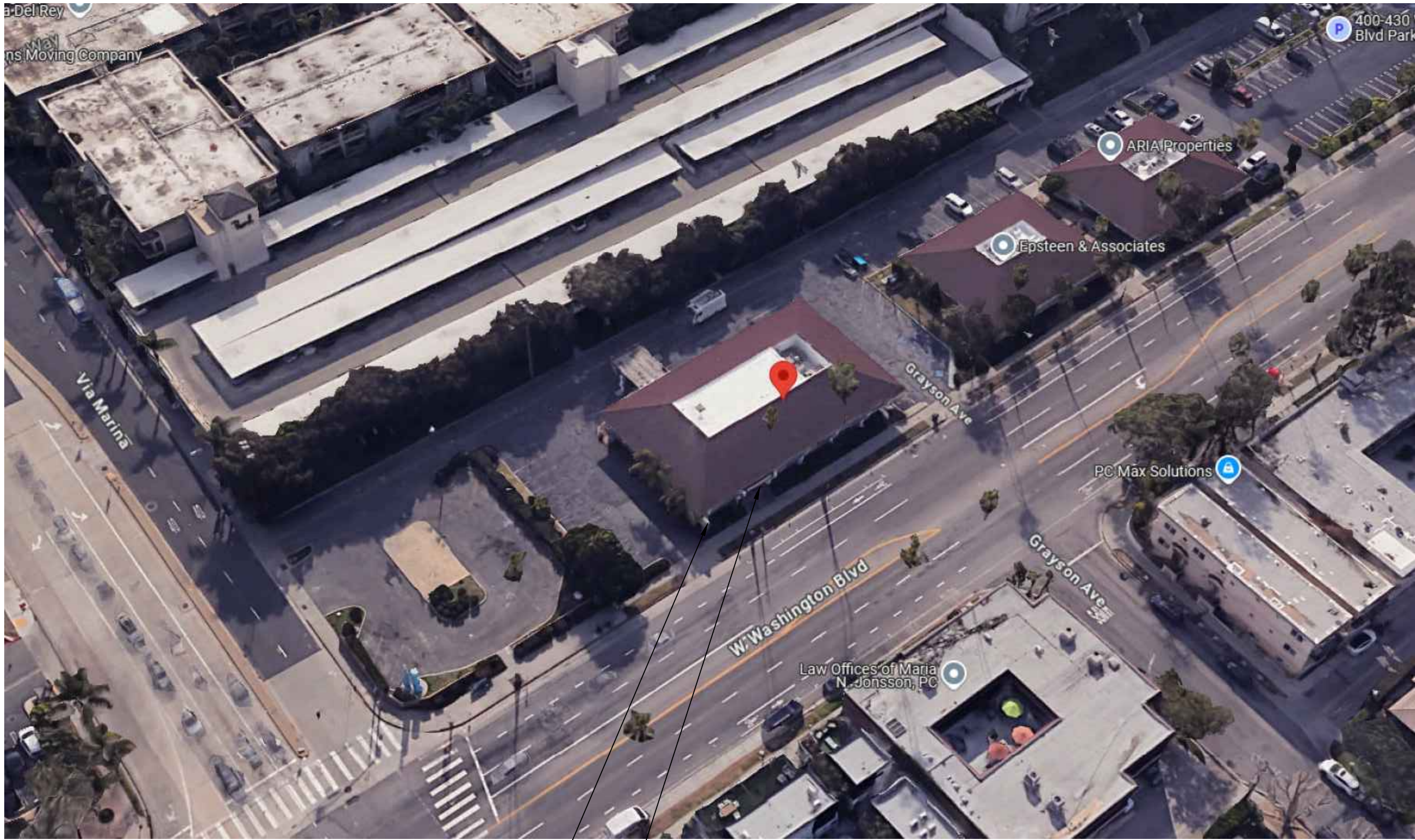
PARCEL 95, BUILDING 1
"ODESSA MAMA"
480 WASHINGTON BLVD.,
MARINA DEL REY, CA 90292
APN: 4224-005-910

AXIOM
DESIGN & DEVELOPMENT
AXIOM.OKSANA@GMAIL.COM
(818) 644-3471



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DATE 11/18/2024
SCALE 1/8" = 1'-0"
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SHEET A2
OF SHEETS



WALL SIGN

POLE SIGN

AERIAL VIEW



New plastic face
Printed for Existing
Pole sign

Sign Description

- Material : .04 Existing aluminum Box Black with 3/16 Acrylic
- Back ground : 3/16" Acrylic with printed graphics Blue Sky With Yellow Sun Shine and Letters
- Printed Letters Black
- Printed Shadows for the letters Orange Sun Shine
- Copy : ODESA MAMA Food Boutique
- Font : Playbill and Arial
- Size : 50" x 81" Existing Box with 9" Letters for ODESA And 5" for the Food Boutique
- Total Allowable : TBD
- Illumination : White LED

New plastic face
Printed for Existing
Pole sign

Existing pole sign



Sign Description

- Material : .04 Existing aluminum Box Black with 3/16" Acrylic
- Back ground : 3/16" Acrylic with printed graphics Blue Sky With Yellow Sun Shine and Letters
- Printed Letters Black
- Printed Shadows for the letters Orange Sun Shine
- Copy : ODESA MAMA Food Boutique
- Font : Playbill and Arial
- Size : 27" x 14'-00" Existing Box with 10" Letters for ODESA And 8" for the Food Boutique
- Total Allowable : TBD
- Illumination : White LED

New plastic face
Printed for Existing
Pole sign

Existing Wall
Cabinet sign



New plastic face
Printed for Existing
Wall sign



Continental Neon & Plastic Signs Inc.
14839 Clavert st, Van Nuys, CA 91411
Email :info@localsignco.com
Tel : 818- 785-1210
Fax : 818-909-4869
www.localsignco.com

Project:
Refacing existing signs

Job Address:
480 Washington Blvd.
Marina Del Rey CA 90292

Salesperson:
Kevin Kosar 818- 785-1210

Date:
1/5/25

Drawn By:

Customer Approval:

S1



Continental Neon & Plastic Signs Inc.
14839 Clavert st, Van Nuys, CA 91411
Email :info@localsignco.com
Tel : 818- 785-1210
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Project:
Refacing existing signs

Job Address:
480 Washington Blvd.
Marina Del Rey CA 90292

Salesperson:
Kevin Kosar 818- 785-1210

Date:
1/5/25

Drawn By:

Customer Approval:

S2

REVISIONS	BY

SIGN DESIGN
PARCEL 95, BUILDING 1
"ODESSA MAMA"
480 WASHINGTON BLVD.,
MARINA DEL REY, CA 90292
APN: 4224-005-910

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AXIOM.OKSANA@GMAIL.COM
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DRAWN O.F.
CHECKED M.M.
DATE 11/18/2024
SCALE 1/8"= 1'-0"
JOB NO.

SHEET A3
OF SHEETS



Caring for Our Coast

♦ ♦ ♦
Gary Jones
Director

Amy M. Caves
Chief Deputy Director

Carol Baker
Deputy Director

LaTayvius R. Alberty
Deputy Director

March 19, 2025

TO: Design Control Board

FROM: Gary Jones, Director

SUBJECT: ITEM 5B – Design Control Board New Member Training

Item 5B on your agenda consists of the Department of Beaches and Harbors' (DBH) Design Control Board (DCB) New Member Training. DBH has prepared the training to clarify the roles and responsibilities of your Board in the development review and approval process. In addition, DBH has attached the DCB New Member Handbook for your Board's review, which covers the following topics:

- 1) Roles and responsibilities of the DCB
- 2) Regulatory documents that guide the DCB
- 3) The project design review process
- 4) Other related commissions

GJ:WO:ts

Attachments (6)





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 **MEMBER HANDBOOK**

This handbook provides an overview of the:

- 1) Roles and responsibilities of the Design Control Board (DCB)
- 2) Regulatory documents that guide the DCB
- 3) The project design review process
- 4) Other related commissions

DCB ROLES AND RESPONSIBILITIES

The two main roles of the DCB are to, (1) review the design of development in Marina del Rey (the Marina), and (2) advise the Department of Beaches and Harbors regarding design regulations in the Marina. (Los Angeles County Code, Section 2.116.130 et seq.)

History of the Design Control Board

On February 23, 1960, the Board of Supervisors (BOS) adopted an order appointing a Design Control Board (DCB) “to assure conformity on the part of successful bidders who may construct improvements within the Small Craft Harbor.” This was followed in 1961, with the Board of Supervisors approving and adopting the original Specifications and Minimum Standards of Architectural Treatment and Construction for Marina del Rey. In this document, the Design Control Board was defined as “the Board appointed by the Board of Supervisors to review and approve the architectural design and arrangement of facilities constructed in Marina del Rey.” This document was revised again in 1971, and remains in use to this day. Today the DCB reviews projects based on the parameters established in the 2012 Marina del Rey Local Coastal Program.

Makeup of the Design Control Board

The Design Control Board (DCB) is made up of five members, each of whom are selected by a member of the BOS and appointed by the full BOS. In addition, members must have relevant expertise in either architecture, landscape architecture, civil engineering, land development, or business management. Members are selected for their experience in construction or planning.

Projects Subject to DCB Review

All exterior modification projects in Marina del Rey are subject to DCB review, except the following:

- Tenant Improvements (for interior work only)
- Like-for-like replacement (identical existing/proposed design)*
- Ongoing maintenance work (e.g. landscaping/tree pruning)*



As a general rule of thumb, if a project will change the appearance of a property in Marina del Rey, in any way, it will require DCB review and approval. DCB-approved projects must return to the DCB if any changes are made to the proposed plans after the approval.

** Department of Beaches and Harbors (DBH) staff must be consulted in order to determine if these projects are exempt from DCB review.*

Design Control Board Authority

The DCB reviews all projects that involve exterior modifications or improvements to properties in Marina del Rey. This includes new development, renovations, repainting, signage, landscaping, and other related activities. The DCB reviews a project's site planning, architecture, landscaping, hardscape, and signage. The DCB does not review projects for conformance with the Marina del Rey Local Coastal Program (LCP), or review the environmental impacts of a project. Environmental review pursuant to the California Environmental Quality Act (CEQA) and zoning conformance review pursuant to Title 22 (Zoning Ordinance) of the County Code are under the purview of the Department of Regional Planning and the Regional Planning Commission.

The DCB can approve a submittal as proposed, approve it with revisions and/or conditions, or deny it. Depending on the type of request, additional permits may be required from the Department of Public Works' (DPW) Division of Building & Safety, the Department of Regional Planning (DRP), and/or the California Coastal Commission. The DCB's review authority is discussed in more detail below, under Project Review.

Public Meetings

DCB meetings are open to the public, and are generally held on the third Wednesday of each month at 1:30 p.m. in the Community Room at Burton W. Chace Park located at 13650 Mindanao Way, Marina del Rey. Meetings may be cancelled if a quorum is unobtainable, or if there are no agenda items proposed. From time to time, a DCB meeting may be scheduled as an evening meeting if the DCB Chair determines that an agenda item is a matter of broad public interest.

Meeting Schedule and Submittal Filing Deadlines

Meeting dates and submittal filing dates for each calendar year are approved annually in December.

Election of Officers

Each June, the DCB conducts elections to select a chair and vice chair to preside over subsequent meetings until the next election the following year, pursuant to the Design Control Board's (DCB) *Statement of Aims and Policies* dated February 19, 1987.

REGULATORY DOCUMENTS

The purview of the DCB is established in the Los Angeles County Code (section 2.116.110 et seq.) and the Marina del Rey Local Coastal Program (p. 8-11 Marina del Rey LUP) (see attachment I). Under the Local Coastal Program, the DCB is tasked with ensuring development in the Marina is consistent with the following documents: (p. 8-11 Marina del Rey LUP)

- 1) Statement of Aims and Policies
- 2) Specifications and Minimum Standards for Architectural Treatment and Construction
- 3) Revised Permanent Sign Controls and Regulations
- 4) Marina del Rey Design Guidelines

These documents were developed to provide guidance for determining appropriate design for projects in the Marina. Department of Beaches and Harbors staff conducts an initial review of all projects to ensure consistency with the standards prescribed by each document. Once the standards have been met, the project is presented to the DCB to determine consistency with the discretionary components of the regulations.

A short overview of each document is provided below and the full documents are available as attachments to this guide.

Statement of Aims and Policies

The Statement of Aims and Policies provides guidelines for the DCB to consider during design review. Topics include:

1. Architectural Style and Theme
2. Operational Function and Layout
3. Aesthetic Considerations
4. Materials
5. Phased Construction
6. Preparation of Plans and Specifications
7. References and Assistance
8. Organization and Procedure

Revised Permanent Sign Controls and Regulations

This document establishes regulations for signs in the Marina, including allowable sign types, size, placement, quantity, and design considerations.

Specifications and Minimum Standards for Architectural Treatment and Construction

This document reiterates the DCB's authority purview.

Marina del Rey Design Guidelines

These guidelines provide direction on how to develop property consistent with the aesthetics of the Marina. Topics include:

1. Placemaking and Wayfinding
2. Streetscapes
3. Public Promenade and Waterfront
4. Site
5. Building
6. Activity Districts
7. Parks

PROJECT REVIEW

The DCB shares responsibility for reviewing development projects in the Marina with the Department of Regional Planning and the Regional Planning Commission. Each entity has a distinct role in the review process. The DCB focuses on the design of a project, including the site planning, architecture, landscaping, hardscape, and signage (p. 9-5 MdR LUP). The Department of Regional Planning and Regional Planning Commission review projects for (1) consistency with the Marina del Rey LCP and (2) environmental impacts.

The DCB conducts two stages of review for projects that require a Coastal Development Permit; Conceptual Design Review and Final Design Review. Projects that do not require a Coastal Development Permit (e.g. signage, minor renovations, etc.) skip the Conceptual Review step and come to the DCB for Final Review only.

Conceptual Design Review

The DCB conducts a Conceptual Design Review (or Conceptual Review) of all projects that require a Coastal Development Permit (these are projects considered as new development). The DCB Conceptual Review analyzes the site planning and architectural design of the proposed development.

The DCB's Conceptual Review recommendations are submitted to the Regional Planning Commission. The Regional Planning Commission must consider the DCB's recommendations in their review, however they have the ability to approve a project that does not follow the DCB's recommendations.

Final Design Review

Following the Regional Planning Commission's approval, the project returns to the DCB for Final Design Review (or Final Review). During Final Review the scope of the DCB is limited to the architectural design, landscaping, hardscape, and signage based on the site plan approved by the Regional Planning Commission.

At this point, the DCB does not have authority to recommend changes to the building footprints, overall building height, or number of buildings. This is due to the fact that the environmental impacts were reviewed for the approved project scope; any changes to the project scope would require additional environmental review. However, the DCB may change the building bulk, massing, facade design, materials, and colors. In regards to landscaping, the DCB has final approval on the plant materials, quantity, and layout.

No new development or improvements to existing development may be made in the Marina without prior approval of the DCB. Once DCB has given Final Review approval, no change shall be made to the approved design without the written approval of the Department of Beaches and Harbors' Planning Division. No substantial design changes may be made to the project without the written consent of the DCB (Manual for Specifications and Minimum Standards of Architectural Treatment and Construction, Section 1-F-1,2).

OTHER RELATED COMMISSIONS

Small Craft Harbor Commission

The SCHC is established under DBH and is comprised of five members who must be qualified by training and experience in one or more of the following fields.

- Corporate or governmental finance and investment
- Commercial or governmental construction
- Real property management
- Recreational harbor or port planning, management, or operation
- Public or private corporate executive management

The SCHC considers and makes recommendations to the Director of the DBH and to the Board of Supervisors (BOS) upon the following:

1. The policies and procedures of the DBH and the BOS for the planning, financing, and development of Marina del Rey and recreational areas.
2. The policies and procedures of the DBH and the BOS for the management and operation of Marina del Rey properties, including leasing policies and procedures, the necessity and procedure for renegotiation of Marina del Rey rentals, and similar matters affecting the leasing and the public use of Marina del Rey properties.
3. The adequacy of rules and regulations established for the operation of small craft harbor areas, including operation and navigation of boats and public use of facilities therein.
4. Proposed leases, concessions, and other agreements relating to the small craft harbor properties and facilities in Marina del Rey.
5. Upon request of the BOS, make recommendations concerning the minimum and maximum prices to be charged by small craft harbor lessees and concessionaires for goods or services supplied to the public.
6. Such other matters as may be requested by the BOS or the DBH.

Regional Planning Commission

The RPC is established under the Department of Regional Planning and is comprised of five members appointed by the BOS. The RPC reviews discretionary planning entitlements for the unincorporated areas of Los Angeles County, including Marina del Rey.

For development within Marina del Rey, the RPC reviews discretionary projects for consistency with the Marina del Rey Local Coastal Program and the California Environmental Quality Act (CEQA).

Attachments

1. Design Control Board Summary of Regulatory Documents
2. Statement of Aims and Policies
3. Specifications and Minimum Standards for Architectural Treatment and Construction
4. Revised Permanent Sign Controls and Regulations
5. [Marina del Rey Design Guidelines](#)



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 **SUMMARY OF REGULATORY DOCUMENTS**

OVERVIEW

This report identifies the documents that establish the Design Control Board (DCB) and guide its review and approval for development within Marina del Rey. Below is a list of relevant DCB documents along with a quick summary of what each document does.

1. **Los Angeles County Code: Chapter 2.116 – Department of Beaches and Harbors**
This section of the code establishes the DCB and outlines its composition and duties.
2. **Marina del Rey Land Use Plan - 2012**
This land use plan outlines the types of development the DCB reviews and the various regulatory documents used by the DCB.
3. **Marina del Rey Specific Plan – 2012**
This Specific Plan covers the same information as the land use plan. However, it provides specifics as to the DCB's role in the entitlement process.
4. **Manual for Specifications and Minimum Standards of Architectural Treatment and Construction - 1989**
This document reiterates the DCB's authority, purview, and submittal procedures.
5. **Revised Statement of Aims and Policies – 1987**
The document provides guidelines for the Design Control Board to consider with their design review.
6. **Revised Permanent Sign Controls and Regulations – 1971**
This document establishes regulations for signs in the Marina, including allowable sign types, size, placement, quantity, and design considerations.
7. **Marina del Rey Design Guidelines – 2016**
This document provides guidelines to encourage land development that is consistent with the desired aesthetic of the Marina.

The following section provides relevant excerpts from each of the above listed documents.

LOS ANGELES COUNTY CODE: CHAPTER 2.116 - DEPARTMENT OF BEACHES AND HARBORS

2.116.110 - Design control board—Created—Name.

There is created in the department of beaches and harbors the small craft harbors design control board, hereinafter referred to in this chapter as the "control board."

2.116.120 - Design control board—Composition.

The control board shall have five positions. A member of the control board shall be appointed to a vacant position by, and serve at the pleasure of the board. In addition, members must have relevant expertise in either architecture, landscape architecture, civil engineering, land development, or business management. Members are selected for their experience in construction or planning.

2.116.125 - Length of service—Vacancy.

Each position on the control board shall be vacant on the effective date of the amendment codified in this section. Each current member of the control board is reappointed to a position on the control board on the effective date of this amendment.

- A. Each member of the control board shall serve at the pleasure of the board. Each position on the control board shall become vacant every four years from the effective date of the amendment codified in this section.
- B. A member's position on the control board shall become vacant upon his or her death, resignation, or removal by the board. In the case of such a vacancy, the board shall appoint a successor to serve until the position next becomes vacant under subsection A of this section.
- C. The provisions of Chapter 5.12 of the county code shall not apply to the control board.

2.116.130 - Design control board—Duties.

The control board shall (1) review and approve the architectural design and landscaping of improvements to be constructed at each county harbor or marina for compliance with applicable laws, ordinances, contracts, leases and policies; (2) advise the director concerning the implementation of architectural design regulations and policies and related matters; and (3) perform such other duties as may be requested by the board.

2.116.140 - Design control board—Compensation and expenses.

The compensation of members of the control board shall be as provided from time to time in the current salary ordinance of the county. In addition thereto, when required to travel in the performance of their duties the said members shall be reimbursed for their necessary traveling expenses, including transportation, meals and lodging, in accordance with the applicable provisions of Ordinance 4099.

2.116.145 - Design Control Board—Sunset Review Date.

The sunset review date for the control board shall be March 31, 2019.

MARINA DEL REY LAND USE PLAN – 2012

“The Marina del Rey Design Control Board, whose five members are appointed by the Board of Supervisors, reviews building plans, sign and façade designs, and renovation plans. Both existing and future structures must meet requirements of the Board's guidelines, as contained in the Specifications and Minimum Standards of Architectural Treatment and Construction.” (p. 8-4 Mdr LUP)

“Design Control Board. The Design Control Board, appointed by the Board of Supervisors, shall review all new development proposals, including renovations, for consistency with the Manual for Specifications and Minimum Standards of Architectural Treatment and Construction, the Statement of Aims and Policies and the Revised Permanent Sign Controls and Regulations.

The Design Control Board shall conduct a conceptual review of the architectural design (i.e. building and façade design) and site planning during the Coastal Development Permit process. Any Design Control Board recommendations to the Regional Planning Commission or Hearing Officer shall be submitted in a timely fashion. Following the Regional Planning Commission's or Hearing Officer's action on Coastal Development Permits, the Design Control Board will have final review of architectural design (i.e. building and façade design, materials, colors), landscaping and signs based on the site plan approved by the Regional Planning Commission or Hearing Officer.” (p. 8-11 Mdr LUP)

“The Design Control Board (appointed by the L.A. County Board of Supervisors), using the aforementioned Specifications as a guide, reviews and approves the architectural design and arrangement of facilities in the Marina del Rey Small Craft Harbor.” (p. 9-4 MdR LUP)

“Design Control Board Scope of Review. Architectural design (i.e. building and façade design, materials, colors) landscaping, signs and site planning in the existing Marina shall continue to be reviewed by the Design Control Board in accordance with the revised Statement of Aims and Policies, the Permanent Sign Controls and Regulations and the Specifications and Minimum Standards of Architectural Treatment and Construction of this certified LCP. (Note: The relevant parts of these documents are found on pages 1 through 15 and 27 through 70 of Appendix C of the LIP. It should be noted that pages 16 through 26 of Appendix C, referring to land use and height standards, shall not govern redevelopment in Marina del Rey.) The Design Control Board will have final review of architectural design (i.e. building and façade design, materials, colors), landscaping and signs based on the site plan approved by the Regional Planning Commission or Hearing Officer.” (p. 9-5 MdR LUP)

MARINA DEL REY SPECIFIC PLAN – 2012

22.46.1060 - Communitywide design guidelines.

A. Landscaping

... Layout, components, and quantity of landscaping for development in the existing Marina shall be subject to approval by the design control board.

D. Signs

... The design control board specifically regulates signs in the existing Marina through the application of standards set forth in the Board's Revised Permanent Sign Controls and Regulations, a section of the Manual for Architectural Standards, certified in 1990 as Appendix C.

E. Site Planning and Architectural Design. Site planning and architectural design include such elements as structural height, bulk, spacing, on-site open space, facade design, materials, and colors.

...

6. Communitywide design guidelines shall be followed by the regional planning commission and hearing officer during the coastal development permit process. The design control board shall continue to review architectural designs and site plans, and may make recommendations to the regional planning commission and hearing officer for development projects in the existing Marina pursuant to Section 22.46.1110.

22.46.1110 - Review of new development.

... At the public hearing conducted by the regional planning commission or hearing officer, any recommendations submitted by the design control board pursuant to subsection D shall be considered....

D. Design Control Board. The design control board, appointed by the board of supervisors, shall review all new development proposals, including renovations, for consistency with the Specifications and Minimum Standards of Architectural Treatment and Construction, as amended on October 17, 1989; the Statement of Aims and Policies, dated February 17, 1987; and the Revised Permanent Sign Controls and Regulations, dated September 1971, found in Appendix C of the certified LIP.

1. The design control board shall conduct a conceptual review of all new development proposals, including renovations, concurrently with the coastal development permit process. The conceptual review shall analyze the architectural design (i.e., building and facade design) and site planning of the proposed development. Any recommendations, including a written report and/or marked plans, to illustrate its conclusions relating to the project's architectural design (i.e., building and facade design) and site planning shall be submitted by the design control board to the regional planning commission or hearing officer within 120 days of the filing of a coastal development permit application.

2. Following the regional planning commission's or hearing officer's action on coastal development permits, the design control board will have final review of architectural design (i.e., building and facade design, materials, colors), landscaping, and signs based on the site plan approved by the regional planning commission or hearing officer.

22.46.1190 - Conditions of approval.

15. The Design Control Board will have final review of the architectural design (i.e., building and facade design, materials, colors), landscaping, and signs based on the site plan approved by the Regional Planning Commission or Hearing Officer.

MANUAL FOR SPECIFICATIONS AND MINIMUM STANDARDS OF ARCHITECTURAL TREATMENT AND CONSTRUCTION – 1989

Section 1: General

F. Architectural Design

1. No improvements will be made or structures erected upon said premises without the prior approval of the Design Control Board.
2. Before commencing any construction work or improvements upon the premises, the lessee will submit to the Design Control Board a complete set of drawings, plans, and specification of the proposed improvements, and the Board shall have the right to make and order changes, modification, or alterations in said drawings, plans and specifications. All such drawings, plans and specifications must be approved by the Board as submitted, or as so changed, and no change shall thereafter be made without the consent of the Board given in writing.

Section 2: Landside

G. Landscaping, including layout, plant material and quantity, as well as areas to be utilized shall be subject to approval by the County (DBH) and the Design Control Board.

REVISED STATEMENT OF AIMS AND POLICIES – 1987

The document provides guidelines for the Design Control Board to consider with their design review. Topics covered include:

1. Architectural Style and Theme
2. Operational Function and Layout
3. Esthetic Considerations
4. Materials
5. Phased Construction
6. Preparation of Plans and Specifications
7. References and Assistance
- 1) Organization and Procedure

REVISED PERMANENT SIGN CONTROLS AND REGULATIONS – 1971

This document establishes regulations for signs in the Marina, including allowable sign types, size, placement, quantity, and design considerations.

MARINA DEL REY DESIGN GUIDELINES – 2016

These guidelines provide direction on how to develop property consistent with the aesthetics of the Marina. Topics include:

1. Placemaking and Wayfinding
2. Streetscapes
3. Public Promenade and Waterfront
4. Site
5. Building
6. Activity Districts
7. Parks



**COUNTY OF LOS ANGELES
DEPARTMENT OF BEACHES AND HARBORS**



**TED REED
DIRECTOR
ERIC BOURDON
ASSISTANT DIRECTOR
STAN WISNIEWSKI
DEPUTY DIRECTOR**

**Marina del Rey
Department of Beaches and Harbors Design Control Board**

**Revised
STATEMENT OF AIMS AND POLICIES**

February 19, 1987

The Design Control Board was established by the Board of Supervisors on February 23, 1960 to "assure some degree of conformity on the part of successful future bidders who may be constructing improvements within the Small Boat Harbor". In adopting the Specifications and Minimum Standards of Architectural Treatment and Construction on January 3, 1961, the Board of Supervisors further charged the Design Control Board "to review and approve the architectural design and arrangements of facilities constructed at Marina del Rey" and provided that no construction be initiated prior to approval of plans and specifications by the Design Control Board.

Whereas the development of Marina del Rey does not anticipate nor require conformance with any pre-established, precise architectural theme or concept, the Design Control Board fully intends to assure reasonable compatibility of all elements. The following general guidelines are intended to assist lessees in avoiding objectionable approaches and solutions.

1. Architectural Style or Theme

Improvements should be designed to suit the particular physical and environmental characteristics of Marina del Rey as well as the functional requirements of the use(s) designated for the specific leasehold.

2. Operational Function and Layout

Whereas the economic considerations of any development are paramount in importance to both the County and the lessee, over-development of premises, creating congestion, extreme density, or other objectional conditions will not be approved. The design of site structure should anticipate all reasonable and desired activities on the premises, both initially and ultimately, and adequate space and facilities should be provided or anticipated for each. Design consideration should be given to the aims of the 1976 Coastal Act in protecting the coastal resources by preserving the marine view and including public access. This consideration is particularly critical to multi-use leaseholds where the tendency to dual use of facilities (parking, restrooms, etc.) could result in inadequacy. Minimum quantities and standards prescribed in the Specifications should not be considered necessarily adequate but should be amplified where possible to achieve a more ideal condition.

3. Esthetic Considerations

Two significant design elements, frequently minimized, are critical to the final result. (1) Landscaping is essential to the development of a pleasant environment. The range of materials considered appropriate to the Marina del Rey's geographic and climatic conditions is wide enough to provide good selection. The size and quantity of materials should be predicated on achieving an "established" appearance from the onset. (2) All exterior signs, whether for identification, advertising, or direction, should be considered an inherent part of the architecture. While many sign vendors employ competent designers, the opinion and recommendations of the development architect are essential to compatibility, location, and function.

4. Materials

While the Uniform Building Code establishes criteria for the use of various materials for structure and finish surfaces, it does not necessarily consider durability nor maintenance aspects. All materials employed within the Marina should be selected for optimum longevity and minimum upkeep. While this philosophy may be obvious, it is frequently outweighed by initial economic considerations to the end that

(1) the improvements soon take on a relatively dilapidated appearance, or (2) revenues are considerably reduced by high maintenance costs. Every effort should be made to use the best possible materials compatible with the term of the lease.

5. Phased Construction

Where economic or other considerations dictate the necessity for phased construction of ultimate improvements, such phasing should be delineated on the schematic plans. Initial construction should provide for the improvement of the entire street frontage of the premises to a depth of at least 5 feet. This will entail providing appropriate fencing and/or landscaping as anticipated by the ultimate development. The Board will also consider the appearance of the undeveloped portions of the leasehold. In many instances it may be necessary to provide some suitable ground cover or other treatment of areas to minimize growth of weeds or unkempt appearance; particularly if exposed to public view, or the undesirable exposure of adjacent leaseholds to wind-driven dust and debris.

6. Preparation of Plans and Specifications

It is important that drawings; particularly schematic plans, be clearly definitive in delineating the nature and scope of the improvement program. Comprehensive and accurate site plans, floor plans, and building elevations whereon the nature, type and relationship of proposed materials and elements are clearly established, are essential. Renderings and perspective drawings may be submitted but such are not acceptable in lieu of scale drawings. Site plans should reflect and identify conditions and/or improvements on the portion adjacent leaseholds immediately contiguous to the applicant's lease boundaries in order to illustrate for reasonable consideration the relationship and compatibility of functions and physical elements.

Outline specifications should be provided with pertinent schematic and preliminary drawings. Ordinarily only one copy of the final, detailed specifications is required for the Department's review and records.

7. References and Assistance

- a. It is strongly recommended that lessees' objectives and tentative program be discussed with the staff

of the Department and with the Design Control Board at as early a date as practicable. If and when desired, time will be allocated to any lessee on the Board's regular agenda--third Thursday of each month.

- b. Review and analysis of the "Specifications and Minimum Standards of Architectural Treatment and Construction".
- c. Permanent Sign Control and Regulations as adopted January 19, 1967.

8. Organization and Procedures

- a. The Design Control Board consists of five members, each appointed by one of the five County Supervisors for specific terms; currently one year. By intent and in order to afford a practical range of experience and knowledge, the Board is comprised of three architects, a landscape architect, and one member from the field of business management. At its June meeting each year, the Board elects a chairman and vice chairman to preside over meetings during the following year.
- b. Open public meetings, conducted in accordance with Roberts Rules of Order, are scheduled normally on the third Thursday of each month. When circumstances necessitate, meeting dates may be rescheduled or additional meetings announced. Agendas are disseminated to all lessees and others with known interests on the Thursday preceding each meeting.
- c. Board members are each furnished copies of materials submitted for their consideration with the agenda not later than Friday preceding the meeting. Therefore, all plans must be submitted by 10 a.m. on the second Thursday Monday of each month to ensure delivery-the-next-day. timely transmittal to the members. At the meeting, the various submittals are considered (in the order in which they occur on the agenda) by and between the members present. In addition, the lessee, his architect, and/or other interested parties are afforded the opportunity to participate in the discussion. Submittals are then approved or disapproved by vote on a motion made by any member of the Board. In the case of approvals granted subject to one or more revisions

or modifications to the plans or specifications, the Board may direct that such revisions be resubmitted or that such may be approved by the staff after verification that all required revisions have been incorporated in a satisfactory manner.

- d. The agenda for each meeting will be posted in the lobby of the Arthur G. Will Administration Building at Marina del Rey at least 72 hours prior to the meeting. The Board may only act on the items listed on the agenda except for a) matters where the need to act arose after the deadline for posting the agenda (determined by unanimous consent of those present or two-thirds of the entire body), or b) emergency situations where there is a threat of severe impairment to the public health and safety.
- e. The proceedings of each meeting are recorded by a staff secretary and minutes are filed with the Executive Officer and Clerk of the Board of Supervisors and in the Department's file. Transcripts of the proceedings are also filed by the Department and both are available for inspection during normal business hours.
- f. In order to assure prompt and equal consideration, all submittals to the Board must be made through the Department of Small-Craft Beaches and Harbors.

Staff Personnel: Leonard-W.-Shortland, Chief
Lawrence N. Charness

Betty-DeSatnik Jan Scherb
Secretary

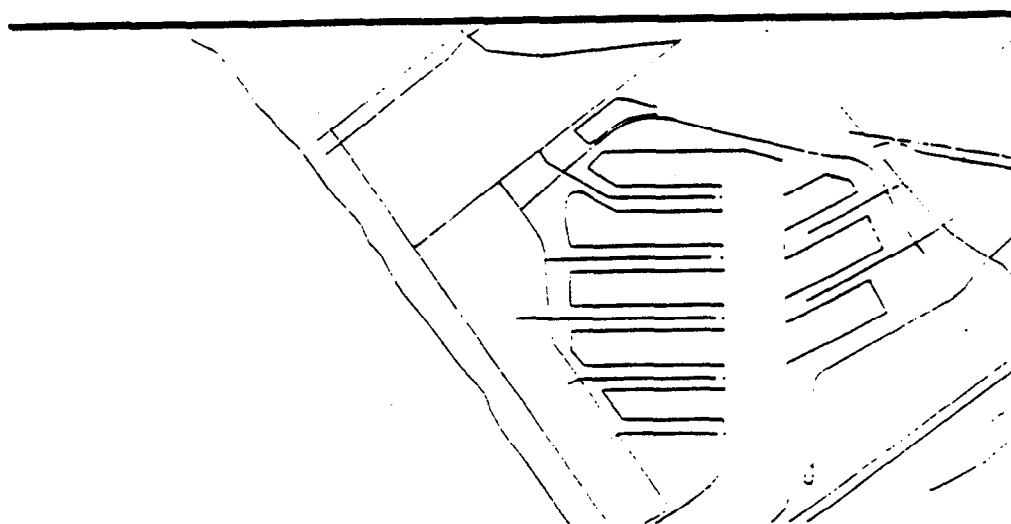
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APPENDIX C
SPECIFICATIONS AND MINIMUM STANDARDS
OF
ARCHECTURAL TREATMENT AND
CONSTRUCTION

{In approving the Marina del Rey
Specific Plan on May 10, 1995,
the California Coastal Commission
deleted pages 16 through 26 of this
appendix}

SPECIFICATIONS AND MINIMUM STANDARDS
of
ARCHITECTURAL TREATMENT AND
CONSTRUCTION

Marina del Rey, California



SPECIFICATIONS AND MINIMUM STANDARDS
OF ARCHITECTURAL TREATMENT AND CONSTRUCTION *

LOS ANGELES COUNTY
DEPARTMENT OF BEACHES & HARBORS

TABLE OF CONTENTS

SECTION 1: GENERAL

PAGE

A.	Definition of Certain Terms	3
B.	General	4
C.	Approval of Plans and Specifications	4
D.	Permit and Plan Check Fees	4
E.	Plan Review Fee	5-6
F.	Architectural Design	7
G.	Alterations, Remodeling and Changes	7-12

SECTION 2: LANDSIDE

A.	Easements	13
B.	Signs	13
C.	Canopies and Awnings	13
D.	Restrooms	13
E.	Garbage Disposal	14
F.	Rubbish Disposal	14
G.	Landscaping	14
H.	Utility Lines	14
I.	Flagpoles, Radio, Television and Satellite Antennas	15
J.	Building Height Restrictions	16-18
	Map - Building Height Restrictions	19
	Parcel Map	20
K.	Recommended Land and Water Uses	21-25
L.	Related Uses	26
M.	Setback Restrictions	26
N.	Note - Dwelling Units	26
O.	Special Landscape Requirements	27
P.	Landside Permits	28-29
	Exhibit 1	30

*Amendments approved by the Los Angeles County Board of Supervisors on October 17, 1989.

TABLE OF CONTENTS

SECTION 3: WATERSIDE

PAGE

A.	Glossary of Terms	31-32
	Figure A	33
B.	Pierhead Line	34
C.	Bulkhead Zone	34
D.	Water Area Structures	34
E.	Fuel Floats	34-35
F.	Marina Layout Requirements	35-38
	Figure B	39
	Figure C	40
	Figure D	41
G.	Design of Structures	42-50
	Dock Systems	42-45
	Dock Appurtenances	45
	Piling	46-48
	Electrical Systems	48
	Mechanical Systems	48-49
	Gangways or Brows	49
	Construction	49-50
H.	Dolphins	51
I.	Bearing Piles	51
J.	Bulkhead Wall Protection	51-53
K.	Waterside Permits	54-56
	Exhibit 2	56

SECTION 1: GENERAL

A. DEFINITION OF CERTAIN TERMS

COUNTY: County shall mean the County of Los Angeles, Department of Beaches and Harbors.

DESIGN CONTROL BOARD: Design Control Board shall mean the Board appointed by the Board of Supervisors to review and approve the architectural design and arrangement of facilities constructed at Marina del Rey.

DIRECTOR: Director shall mean the Director of the County Department of Beaches and Harbors.

ENGINEER: Engineer shall mean the Director of the Public Works Department of the County of Los Angeles.

BOARD: Board shall mean the Board of Supervisors of the County of Los Angeles.

APPROVAL: Approval, whenever approval is required, shall mean approval by the Department of Beaches and Harbors, County of Los Angeles, which shall obtain any additional approvals required of the architectural Design Control Board or the Board of Supervisors.

BUILDING CODES: Building Codes shall mean the Los Angeles County Uniform Building Codes, State Health and Safety Codes, or other laws, statutes, rules and regulations which are applicable, and clearance or approval of said codes are required for any item of construction.

LESSEE: Lessee shall mean the successful bidder awarded the lease of the parcel of land or water.

LEASE: Lease shall be the lease issued by the County of Los Angeles for conduct of business within Marina del Rey.

CONTRACTOR: Contractor shall be the contractor, individual, partnership, or corporation, licensed under the laws of the State of California who or which shall contract to construct facilities for the lessee at Marina del Rey.

ARCHITECT: Architect shall be the lessee's architect for the design and preparation of plans and specifications for construction under the terms of the lease. The architect at all times shall utilize only structural, electrical, mechanical, landscape, and other engineers duly licensed under the Business and Professions Code of the State of California. Said licensed engineers shall be used for the phases of work normally accomplished by a licensed engineer as indicated by the title and scope of the license.

B. GENERAL

The intent of these specifications is to provide guides and requirements (in addition to existing building laws, zoning ordinances, and all other applicable ordinances) for construction and to establish minimum standards, spacing, and other requirements for construction of land and water facilities at Marina del Rey.

The lessee or his contractor shall comply with all regulations, including the applicable building laws or codes, zoning ordinances, and other laws, statutes, and rules and regulations, and shall be responsible for obtaining all clearances and all permits required under said ordinances, laws, statutes, and rules and regulations. The minimum standard specifications set forth herein shall govern for construction at Marina del Rey. Clearances for the requirements hereunder shall be obtained from the County. All drawings, plans and specifications, and contract documents will be submitted to the County (in addition to those required by applicable building codes, ordinances and zoning regulations) as set forth herein.

C. APPROVAL OF PLANS AND SPECIFICATIONS

Approval of the County is required for all drawings, specifications, plans, change orders, supplemental drawings, and other documents prepared by the lessee and utilized to govern the contractor in the construction of facilities at Marina del Rey.

Plans and specifications shall be submitted to the County for approval within the time specified in the Lease in phases as follows:

1. Schematic plans
2. Preliminary plans
3. Working drawings

D. PERMIT AND PLAN CHECK FEES

The lessee or his contractor shall obtain and pay for permits and plan check fees required under the applicable building laws or codes or other applicable laws, including permits for plumbing, electricity, automatic sprinklers, heating, ventilation, refrigeration, or other items of construction as required by law. All licenses and inspection fees in connection with construction by the lessee shall be the responsibility of the lessee or his contractor.

E. PLAN REVIEW FEE

In addition to the fees required by the applicable building laws or codes and other applicable laws, and upon submittal of working drawings and specifications to the County for processing and approval, the lessee shall accompany the same with a check payable to the Department of Beaches and Harbors, County of Los Angeles, in an amount calculated on the basis of the table below to cover the costs of said plan review. One-half of the total sum shall be paid upon submittal of schematic plans, the remaining one-half to be paid upon submittal of working drawings.

TABLE FOR COMPUTING COUNTY PLAN REVIEW FEES

<u>Fee Description</u>	<u>Authority</u>	<u>Fee Basis</u>	<u>Date Fee last Changed</u>	<u>Current Fee</u>	<u>Responsible Division</u>
Plan Review Fee	County Code 2.116.020B Mdr Lease Sec.5	Based on Grad. Scale used by Public Works Department	10/85	"See Below"	Planning
		<u>Estimated Construction Costs (ECC)</u>		<u>Fees</u>	<u>Responsible Division</u>
		\$100 - \$15,000		\$25 + .60% of ECC	Planning
		\$15,001 - \$30,000		\$125 + .33% of ECC in excess of \$15,000	Planning
		\$30,001 - \$70,000		\$175 + .13 % of ECC in excess of \$30,000	Planning
		\$70,001 - \$175,000		\$225 + .20% of ECC in excess of \$70,000	Planning
		\$175,001 - \$375,000		\$425 + .05% of ECC in excess of \$175,000	Planning
		\$375,001 - \$500,000		\$525 + .33% of ECC in excess of \$375,000	Planning
		\$500,001 and up		\$925	Planning

F. ARCHITECTURAL DESIGN

1. No improvements will be made or structures erected upon said premises without the prior approval of the Design Control Board.
2. Before commencing any construction work or improvements upon the premises, the lessee will submit to the Design Control Board a complete set of drawings, plans, and specifications of the proposed improvements, and the Board shall have the right to make and order changes, modifications, or alterations in said drawings, plans and specifications. All such drawings, plans and specifications must be approved by the Board as submitted, or as so changed, and no change shall thereafter be made without the consent of said Board given in writing.

G. ALTERNATIONS, REMODELING AND CHANGES

1. Lessees planning redevelopment or remodeling shall submit schematic plans and specifications as described below.

Prior to initiating schematic plans for redevelopment or remodeling, lessees are required to meet with the Department to present an overview of anticipated changes, and to discuss necessary agency approvals.

2. Said schematic plans and specifications shall include a schematic site layout of land and water areas. This site layout shall also delineate all easements of record. The plans shall show uses, buildings, landscaping, and other features thereon, schematic floor plan of all structures, simple elevation of all buildings, detailed description of improvements, outline specifications showing materials to be used, and the estimated cost of said improvements. If the lease covers both land and water areas, the schematic drawings shall not be considered by the Design Control Board until the complete land and water layout and use is shown.

A complete description of the proposed development shall include the following information:

- a. If anchorages are involved, indicate the number and sizes of slips, number of gangways, and the number and location of restroom facilities, including showers.
- b. Describe the type of protective railing to be installed along the bulkhead line.
- c. Give a general description of parking areas, landscaping and lighting for both land and water.

- d. Indicate type of building, proposed architectural treatment, number of stories, approximate gross area and floor space.
- e. If living quarters are involved, describe briefly and indicate the proposed number of units and any recreational facilities such as swimming pools, tennis courts, etc.
- f. In addition to living units, describe other types of services, including such things as hardware, chandlery, brokerage, snack bars, restaurants, etc., giving approximate areas, seating capacity involved and approximate floor area of the whole building.

The above outline is offered as a guide. The description should be in sufficient detail to allow the reader to form a visual picture and evaluate the contemplated construction program, including functional relationships, so that a complete analysis of the proposal may be accomplished. Each description must include the facilities required to accomplish the prescribed land use, including any related activities.

- 3. Eight (8) copies of the schematics shall be submitted to the Director for processing.
- 4. Upon approval of schematic plans, the lessee shall immediately initiate preliminary drawings and submit not less than eight (8) copies to the Director for processing and approval.
- 5. Said preliminary drawings shall consist of:
 - a. Detailed site layout of land and water areas, including existing easements or easements set forth in the lease.
 - b. Floor plans of all structures.
 - c. Outline specifications.
 - d. Elevations of all buildings.
 - e. Estimated cost of improvement.
- 6. Samples of proposed exterior materials should be included with submittal of preliminary drawings at Design Control Board meeting.
- 7. Working drawings and specifications shall be started immediately upon approval of preliminary drawings by the County.

8. Eight (8) copies of the working drawings shall be submitted to the Director for processing and approval.

9. Completed working drawings shall consist of the following:

- a. One (1) complete set of construction drawings.
- b. Plans and specifications and other contract documents.
- c. After approval by the Design Control Board of the working drawings, the lessee shall proceed to enter into a contract or contracts for construction within the time specified in the lease.
- d. Immediately after entering into a contract or contracts for construction, the lessee shall satisfy the performance and surety bond requirements as set forth in the lease and shall furnish to the County original signed copies of the bid bond and other contract documents before initiating construction.

10. As-built drawings.

One (1) copy of reproducible transparencies of the as-built drawings shall be submitted to the County for review and retention in a permanent file.

11. The basis of the County's approval of specifications will be as follows:

- a. Uses proposed for the development must comply with all ordinances and with the lease (or exhibits thereto) describing permitted uses.
- b. Adequacy of facilities. Consideration will be given as to how adequately the proposed development will serve the purposes for which it is intended. Among the factors in this consideration will be the following:
 1. Functional adequacy. All intended activities shall be properly sized and related.
 2. Circulation and driveways. All driveways, entrances, exits, loading areas and other parts of the vehicular circulatory system shall be safe, efficient and of adequate dimensions.
 3. All parking areas shall be located close to the activity they serve and shall be of sufficient quantity. The following ratios are acceptable minimums:

a. Parking Space Per Boat Mooring

Lessee shall provide 0.75 parking spaces per boat slip.

b. Dry Boat Storage in Anchorage

Where the major land use is for an anchorage, and if it is desired to add some storage and launching of small boats, lessee shall provide one (1) car parking space for every four (4) boats dry stored. Dry storage and launching for such combinations may only be added to an anchorage area upon approval of the Director. Anchorage dry boat storage does not include dinghy storage.

c. Small Boat Dry Storage and Trailer Boat Launching

Where the major land use is for dry land storage and launching of small boats:

1. Use: Dry land storage capacity for boats $\times \frac{1}{2}$ = car parking space requirement for boats dry stored.
2. Car and boat trailer parking requirements in addition to the above.

Use: Daily hoist capacity minus $\frac{1}{2}$ number of boats dry stored $\times 50\%$ = number of car and boat trailer parking spaces.

d. Miscellaneous Activities in Connection With Berthing Areas

Offices, snack bars, concessions, brokerage and retail activities (purely for use of patrons at the anchorage). Provide one (1) parking space per 400 square feet of building or store.

e. Requirements for Anchorage Commercial Activities

Where commercial activities in an anchorage are primarily related to marine use and not limited to patronage of anchorage tenants, lessee shall provide four (4) parking spaces per 1,000 square feet of building area.

f. Requirements for General Commercial Activities

Where commercial activities are primarily retail and not associated with "e" above - lessee shall provide four (4) parking spaces per 1,000 square feet of building area.

g. Restaurants

Requirements for restaurants and other eating and drinking establishments shall be one (1) car parking space for each three (3) persons, based on the occupancy load as determined by the County.

h. Transient Dwelling Units

Requirements for hotels, motels, boatels, and other transient living accommodations shall include not less than one (1) car parking space per each two guest rooms and one (1) car parking space for each suite of guest rooms.

i. Residential Dwelling Units

Where the primary land use is residential dwelling units, parking shall comply with Section 22.52.1180 of the County Parking Code.

j. Dwelling Units in Anchorages

Where the primary land use is an anchorage and dwelling units are incorporated therein, slip parking may be reduced ten percent (10%) below requirements set forth in "a" above.

k. Marine Repairs

Where marine repair (haul-out) yards are established with anchorages as a related use, additional parking shall be provided on the basis of 0.75 spaces for each repair space.

l. Handicapped Parking

As required by Ordinance No. 22.52.1070 of the County Parking Code.

m. Employee Parking

Lessees shall provide employee parking in an amount which the Director finds adequate to prevent traffic congestion and disruption of on-site activities and that of neighboring leaseholds.

n. Compact Parking

Not more than 40% of the required number of parking spaces, and any parking spaces in excess of the required number, may be compact automobile parking spaces. Spaces for compact shall be distributed throughout the parking area. Compact parking for apartment houses requires a parking permit as required by Ordinance No. 22.56.990.

o. Loading Areas

Every non-residential use shall provide sufficient on-site loading and unloading space, or shall conduct loading and unloading operations at such time or in such fashion so as to prevent such activities from causing traffic congestion in the parking lot or adjacent streets and highways.

SECTION 2: LANDSIDE

A. EASEMENTS

All site plans shall clearly delineate thereon all easements of record or set forth in the Lease and no permanent structures shall be erected within the easement lines. However, landscaping, driveways, walks, and other open areas may utilize easement areas subject to the approval of the County.

B. SIGNS

All signs and/or emblems shall be subject to review and approval by the Director and the Design Control Board. Signs shall be in keeping with the development of the Marina as a whole and designed with the prime purpose limited to furnishing of information regarding name and location of business or facility.

The Director and the Design Control Board will, among other things, review and approve size, shape, materials, placement and colors of signs to ensure that they fall within the "Revised Permanent Sign Controls and Regulations" of the Design Control Board, revision date September 16, 1971.

Glare and reflection on the water areas must be held to a minimum.

C. CANOPIES AND AWNINGS

All canopies and awnings shall be subject to approval by the County and the Design Control Board.

D. RESTROOMS

The distance from the pierhead end of any main walk to the nearest restroom for each sex shall not exceed 350 feet.

Requirements for sanitary facilities for anchorages are not set forth in building codes or health regulations. For the purposes of establishing minimum requirements at Marina del Rey for sanitary facilities in addition to those required under the normal building codes for buildings and other related facilities, the following will be required for, and in connection with, the boat slips.

1. Water closet for each sex for each 25 boat slips or as otherwise approved by the Design Control Board.

NOTE: For the male sex, two (2) urinals may be substituted for one water closet. Where urinals and water closets are used in combination, there shall be not less than two (2) urinals and one (1) water closet. In all combinations, the ratio of water closets to urinals shall never be less than 1-to-1.

2. Lavatory for each sex for each 25 boat slips or as otherwise approved by the Design Control Board.

E. GARBAGE DISPOSAL

Collection of garbage on a unit-to-unit basis is not contemplated at this time at Marina del Rey. All centers or units preparing food or producing garbage shall have garbage disposals or garbage grinders.

Fish cleaning centers shall have adequate sink, drainboard space and water with garbage grinders of sufficient capacity to dispose of all refuse.

F. RUBBISH DISPOSAL

All combustible and noncombustible rubbish will be collected by rubbish disposal operators. All lessees shall provide adequate screened areas for storage of rubbish. Adequate and conveniently located trash receptacles shall be provided for boater usage. The storage area shall be so located as to provide ready access by the rubbish collector.

G. LANDSCAPING

Landscaping, including layout, plant material and quantity, as well as areas to be utilized, shall be subject to approval by the County and the Design Control Board.

H. UTILITY LINES

All utility lines, including power and telephone, shall be underground. Capacities, location, design and construction shall conform to recognized practice for utilities distribution within the Marina, and shall be subject to approval by the County. Fire hydrants shall be located and constructed to standards required by the County and lessee shall maintain access thereto at all times over paved roads.

All utilities are extended to the property line by the County or utility company. The lessee shall construct and maintain all utilities within his leasehold at his expense and shall pay all installation costs required by servicing utilities.

I. FLAGPOLES, RADIO, TELEVISION AND SATELLITE ANTENNAS

Design and location of all flagpoles shall be subject to the approval of the County. All radio and television antennas shall be located as approved by the County for one lease area or combination of more than one under the same lessee. Only one master radio and/or television antenna shall be allowed. Individual radio or television antennas, excepting those being normal equipment on a vessel, will not be permitted. Satellite installations must be approved by the Design Control Board.

BUILDING HEIGHT RESTRICTIONS *

Symbol

Maximum Building Height

1

1 story only.

2

2 story or 25 feet above curb elevation at street.

3

3 story or 35 feet above curb elevation at street.

U

Unlimited, except as may be governed by the Los Angeles County Building Code and/or Zoning Ordinance or other competent jurisdiction.

Original Parcel No.

Current Parcel No.

Building Height Symbol

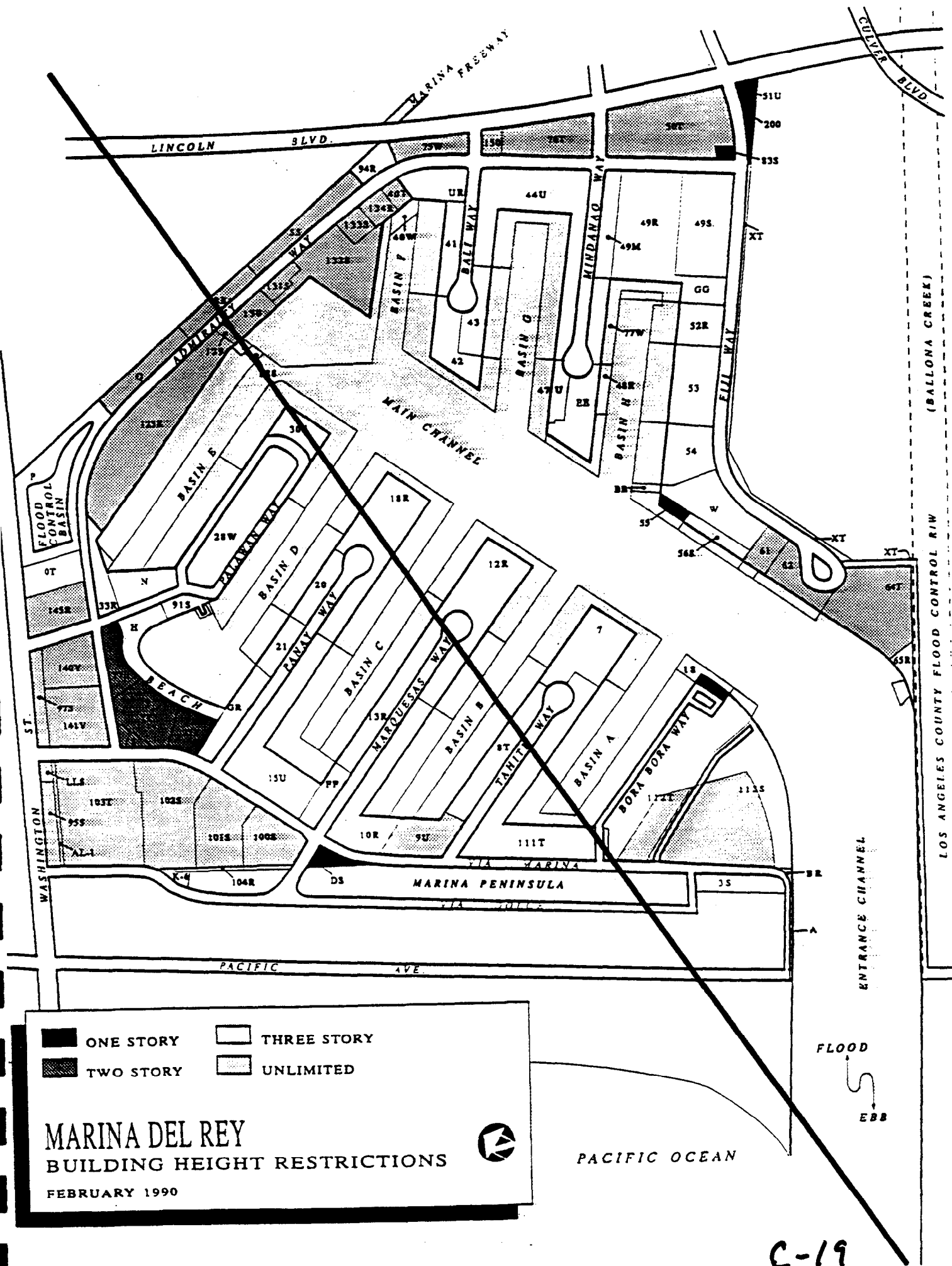
1	1S	1	
2	112 T and 113R	3 and U	(See Page 19)
3	3	U	
4	111T (portion)		(See Page 19)
5	111T (portion)	3	(See Page 19)
6	111T (portion)	3	(See Page 19)
7	7	3	
8	8R	3	
9	9R	U	
10	10	3	
11	11	3	
12	12	3	
13	13	3	
14	14	3	
15	15T	3	
16	15T	3	
17)		3	
18)	18R	3	
19)		3	
20	20	3	
21	21	3	
22	22	2	
	(100		
23	(101	U	
	(102 (portion)		
24	102 (portion)	U	
	103R		

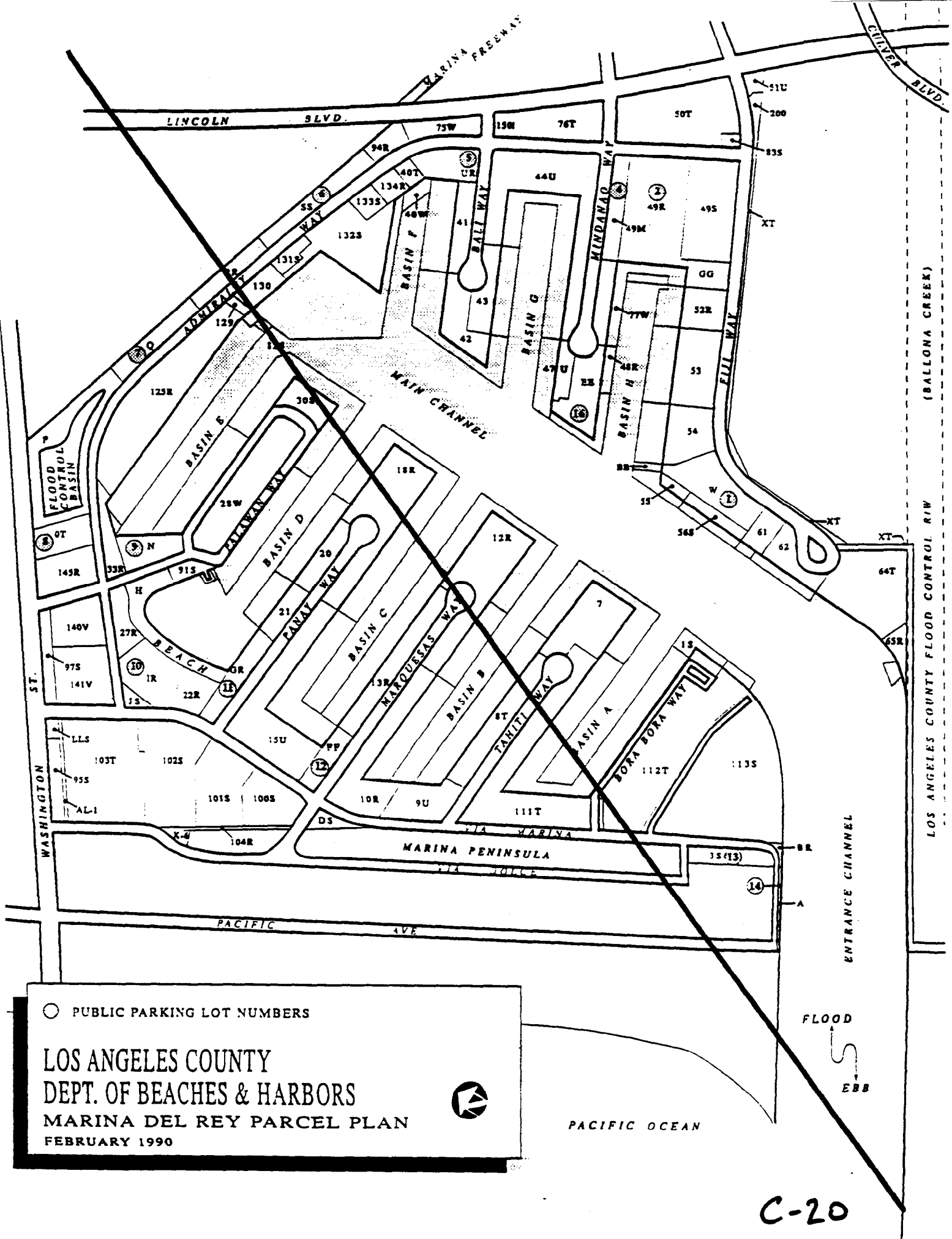
* Per original lease, building height changes allowed under the certified Marina del Rey/Ballona Land Use Plan require a lease amendment.

Original Parcel No.	Current Parcel No.	Building Height Symbol
25	95 (portion)	U
	97R (portion)	U
	LL (portion)	1
26	140V	U
	141V	U
27	27	2
28	28R (portion)	3
29		3
30	30	3
31	28R (portion)	3
32		3
33	33R	3
34	145	3
35		1
36	125	U
37		U
38	132 (portion)	
	(131	1
39	(132 (portion)	
	(133	U
40	40	3
41	41	3
42	42	3
43	43	3
44)		3
45)	44T	3
46)		3
47)	87S	3
48		3
49	77T	3
50	50R	U
51	51	1
52	78T	3
53	53	3
54	54	3
55	55	1
56)		3
57)		3
58)	56S	3
59)		3
60)		3
61	61	U
62	62	U
64	64	U
65	65R	3
66	97R (portion)	1
67	75T	U
76	76R	U
79	111T (portion)	3 (See Page 19)

Original Parcel No.	Current Parcel No.	Building Height Symbol
80	111T (portion)	3 (See Page 19)
81	15T (portion)	3
L	95 (portion)	undesignated
T	94	undesignated

NOTE: Wherever Parcel Numbers occur elsewhere in this Specification, said numbers shall be interpreted to correlate with the revised list hereinabove indicated.





K. RECOMMENDED LAND AND WATER USES

MARINA DEL REY SMALL CRAFT HARBOR

Land and Water Use Plan (Summary)

Parcel No.	<u>Net Leasable Areas</u>		Primary Uses
	<u>Land Sq. Ft.</u>	<u>Water Sq. Ft.</u>	
1S	14,746	52,989	Fuel Dock
7	218,423	266,550	Anchorage and apartments
8T	197,263	303,875	Anchorage and apartments
9U	159,662	None	Hotel
10R	318,927	203,927	Anchorage and apartments
12R	338,281	446,550	Anchorage and apartments
13R	223,544	320,000	Anchorage and apartments
15U	457,122	290,000	Anchorage and apartments
18R	338,282	446,550	Anchorage and apartments
20	96,136	150,000	Anchorage
21	112,500	140,395	Anchorage and recreational facilities consisting of handball, racquetball, and auxiliary amenities.
22R	77,999	None	Retail sales, concession and motel
27R	121,651	None	Retail sales, coffee shop, beach concessions and motel
28W	370,151	441,914	Anchorage and apartments
30S	149,014	483,400	Anchorage and yacht club
33R	94,969	13,043	Restaurant and guest docks
40T	27,379	None	County Library
40W	-0-	14,698	Under review
41	102,685	138,540	Anchorage
42 & 43	271,539	387,676	Anchorage, hotel, restaurant
44U	445,581	312,624	Anchorage, marine sales and service center, dry storage and launching of portable boats

MARINA DEL REY SMALL CRAFT HARBOR

Land and Water Use Plan (Summary)

Parcel No.	<u>Net Leasable Areas</u>		Primary Uses
	Land Sq. Ft.	Water Sq. Ft.	
47U	83,600	161,523	Anchorage
48R	None	25,000	Scout Sea Base
50T	423,681	None	Retail shopping center
51U	22,440	None	Gasoline station
52R	88,687	45,300	Public parking (interim)
53	184,421	130,000	Boat repair yard and anchorage
54	158,992	130,000	Boat repair yard and anchorage
55	22,197	42,588	Fuel dock
56S	52,500	56,250	Sportfishing center
61	47,300	11,250	Restaurant and guest docks
62	73,517	37,673	Arthur G. Will Administration Building (County and U.S. Coast Guard Base)
64T	278,276	None	Apartments
65R	26,656	9,259	University Boathouse
75W	52,083	None	Medical Center
76T	165,941	None	Office building and commercial complex
77W	127,277	27,223	Dry storage and launching of portable boats
91S	26,185	9,600	Small boat launching pier (public)
93R	7,947	None	Pipeline easement
94R	39,971	None	Parking
95S	73,919	None	Commercial
97S	80,483	None	Commercial
100S	128,692	None	Apartments

MARINA DEL REY SMALL CRAFT HARBOR

Land and Water Use Plan (Summary)

Parcel No.	<u>Net Leasable Areas</u>		Primary Uses
	<u>Land</u> Sq. Ft.	<u>Water</u> Sq. Ft.	
101S	213,970	None	Apartments
102S	400,984	None	Apartments
103T	495,105	None	Apartments
104R	19,549	None	Storage facilities
111T	405,926	310,983	Anchorage and apartments
112T	692,183	350,794	Anchorage and apartments
113R	920,682	None	Apartments
125R	858,265	457,739	Anchorage, apartments (including condominium units), hotel, restaurant, etc.
129	18,268	8,727	County Fire Station
130	72,057	None	Restaurant
131S	38,486	None	Restaurant
132S	247,708	433,632	Anchorage and yacht club
133S	56,941	None	Restaurant
134R	40,560	None	Office building
140V	86,109	None	Apartments
141V	147,226	None	Hotel and restaurant
145R	90,194	None	Hotel, coffee shop
150	20,303	None	Commercial development
200	25,745	None	Electric substation
BB	None	11,706	University boathouse mooring

MARINA DEL REY SMALL CRAFT HARBOR

Land and Water Use Plan (Summary)

Parcel No.	<u>Net Leasable Areas</u>		Primary Uses
	Land Sq. Ft.	Water Sq. Ft.	

The following parcels are reserved to or are operated by the County of Los Angeles:

A	29,800	None	Park site - public parking (County Lot No. 14)
BR	29,998	None	Aubrey E. Austin Memorial Park
DS	31,290	None	Buffer park
FF	89,213	None	Public parking (County Lot No. 12)
GR	104,047	None	Public parking (County Lot No. 11)
HS	257,103	None	Public beach
IR	105,485	None	Public parking (County Lot No. 10)
JS	15,837	None	Harold L. Edgington Park
K-6	21,084	None	Service areas, access
LLS	9,783	None	Harbor Directory (County Lot No. 15)
NR	75,049	None	Public parking (County Lot No. 9)
OT	70,381	None	Public parking (County Lot No. 8)
P	466,309 186,809	None	Oxford Flood Control Basin
Q	119,342	None	Admiralty Park public parking (County Lot No. 7)
RR	92,558	None	Admiralty Park
SS	148,070	None	Admiralty Park turf parking (County Lot No. 6)
UR	97,305	None	Public parking (County Lot No. 5)
W	177,868	None	Public parking (County Lot No. 1)
XT	44,858	None	Buffer strip
3S	100,468	None	(County Lot No. 13)

MARINA DEL REY SMALL CRAFT HARBOR

Land and Water Use Plan (Summary)

Parcel No.	<u>Net Leasable Areas</u>		Primary Uses
	<u>Land Sq. Ft.</u>	<u>Water Sq. Ft.</u>	

The following parcels are reserved to or are operated by the County of Los Angeles:

49S	129,812	None	Public dry boat storage (County Lot No. 3)
49M	109,824	None	Public parking (County Lot No. 4)
49R	499,063	41,800	Public parking - launching ramp (County Lot No. 2)
83S	13,984	None	Harbor Directory (County Lot No. 17)
EE	313,277	70,255	Burton W. Chace Park - transient boat docks (County Lot No. 16)
GG	45,909	5,000	County Maintenance Center
AL-1	16,757	None	Alley

(Numbers and letters not shown have been OMITTED due to revision of original parcel boundaries or usage).

L. RELATED USES

Related uses when specifically approved by the Director are permitted with any of the primary land and water uses. Related uses are defined as those uses complementary to and generally associated with the major use. Thus, related uses for anchorages could be brokerage, insurance, transient living accommodation, marine sales, snack bar, marine hardware and similar commercial activities designed primarily to meet the needs of the tenants of the anchorage. Hotel, motel or apartment complexes could have as related uses specialty shops, service facilities, coffee shops and similar commercial activities designed primarily to meet the needs of the tenants of the development.

NOTE: Refer to County "Specifications" for parking ratios, landscaping requirements, height limits, etc.

M. SETBACK RESTRICTIONS

15 feet back from bulkhead line.

Building Setback: No actual building setback will be specified except as required along the bulkhead line. Preliminary layouts will be reviewed by the Design Control Board for good practice.

N. NOTE - DWELLING UNITS

Motels, boatels and hotels as used herein are intended to mean single or multi-unit dwellings designed primarily for transient or overnight use.

Apartments as used herein is intended to mean single or multi-use dwellings designed primarily for residential use.

O. SPECIAL LANDSCAPE REQUIREMENTS

Certain parcels within the Marina have sloping banks. Slopes are 3-to-1; that is, the banks are constructed so that they rise 1 foot for each 3 feet horizontally. This area is not included in the rental area. The lessee will pay no rent for this area, and cannot build on or over such slope area. However, the lessee must landscape and maintain the sloped area. Shown below are mandatory landscape requirements and the slope area in square feet required to be landscaped and maintained.

1. **MANDATORY LANDSCAPE** - Lessee will be required to plant and maintain landscaping on the slope banks on the Washington Street side of the property.

Parcel 24 (now 102 - 103R)	72,078 \pm sq. ft.
Parcel 26 (now 97R)	37,647 \pm sq. ft.
Parcel 34 (now 145)	9,750 \pm sq. ft.

2. **MANDATORY LANDSCAPE** - Lessee will be required to plant and maintain a 10 foot landscape strip along Lincoln Boulevard westerly of the 10 foot access and utilities easement reserved by County.

Parcel 45 (now 44)	8,245 \pm sq.ft.
Parcel 50 (now 50R)	9,432 \pm sq. ft.

3. **MANDATORY LANDSCAPE** - Lessee will be required to plant and maintain landscaping on the slope bank adjacent to Dell Avenue (private road easement).

Parcel 23 (now 101 - 102)	22,570 \pm sq. ft.
Parcel 24 (now 102 - 103)	(included in area shown under Item 1 above)

P. LANDSIDE PERMITS

1. Planning Permits.

The following must be submitted for the review and approval of the Department of Beaches and Harbors prior to applying for a Building Permit:

- a. An accurate, to-scale, layout showing lease lines, proposed project footprint, adjoining improvements, and setbacks.
- b. Parking analysis.
- c. Financial pro-forma indicating extent of projected revenue changes.

Subsequent to obtaining conceptual approval from the Department of Beaches & Harbors, planning permits must be obtained from the Coastal Commission and Regional Planning Department. Pertinent plans, plan check number, calculations, reports, etc., must be submitted directly to these agencies (see Exhibit 1).

Please note that approval will require thorough plan reviews and will probably not be a "same day/over the counter" process. Some items resulting from the agency plan reviews may affect the building plan check. These should be communicated to the building plan check engineer as soon as possible. All planning approvals must be furnished to the Building and Safety office prior to building permit issuance.

You must obtain these approvals directly from:

- a. Beaches & Harbors Department
13837 Fiji Way
Marina Del Rey, CA
Telephone: (213) 305-9530
- b. Coastal Commission
245 West Broadway, Suite 380
Long Beach, CA
Telephone: (213) 590-5071
- c. Regional Planning Department:
 - * Land Use/Zoning.
 - * Legal Lot Determination.
 - * Parking and Landscaping.
 - * Compliance with General Plan and Coastal Plan.
 - * Setbacks.
320 West Temple Street, Room 1360
Los Angeles, CA
Telephone: (213) 974-6411

Footnote: Until such time as the Marina del Rey/Ballona Local Implementation Program is certified by the California Coastal Commission(CCC), plans must also be approved by CCC.

2. Building Permits.

Once planning approvals have been obtained, the applicant must submit construction drawings to the Building & Safety Division, the Fire Department and the Department of Beaches & Harbors. If a fuel facility is involved, application must also be made to the Waste Management Division.

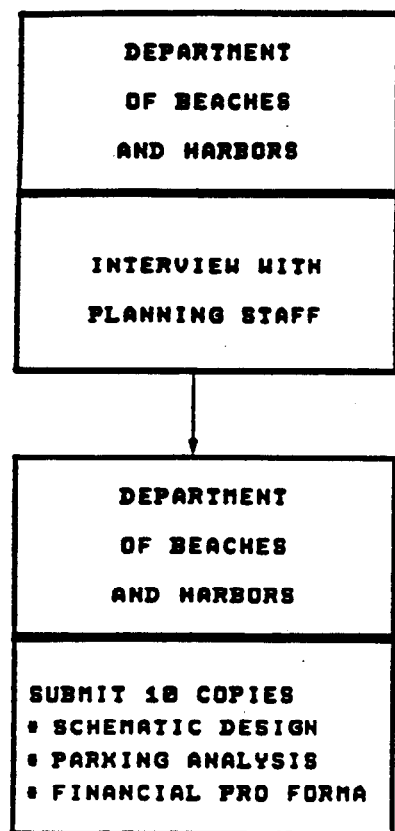
Approvals and/or comments from the Department of Beaches & Harbors and the Fire Department will be forwarded directly to the Building & Safety Division for processing. The final Building Permit will be issued by the Building & Safety Division after its plan check and application approval, plus the approval of the Department of Beaches & Harbors and the Fire Department.

- a. Beaches & Harbors Department
13837 Fiji Way
Marina Del Rey, CA
Telephone: (213) 305-9530
- b. County of Los Angeles, Department of Public Works
Building and Safety Division
LENNOX DISTRICT OFFICE
4353 Lennox Boulevard
Lennox, CA 90304
Telephone: (213) 419-5651
- c. Fire Department (a stamp and letter is required):
 - Fire Protection Engineering
Fire Prevention Bureau
5823 Rickenback Road
Commerce, CA 90040
Telephone: (213) 720-5141
 - Lennox - Lawndale
24320 Narbonne Avenue
Lomita, CA
Telephone: (213) 325-5410
 - Fire Prevention Bureau
101 Centre Plaza Drive, Room G
Monterey Park, CA 91754
Telephone: (213) 264-0194
- d. Waste Management Division
900 South Fremont Avenue
Alhambra, CA 91803
Telephone: (818) 458-3561

SCHEMATIC DESIGN

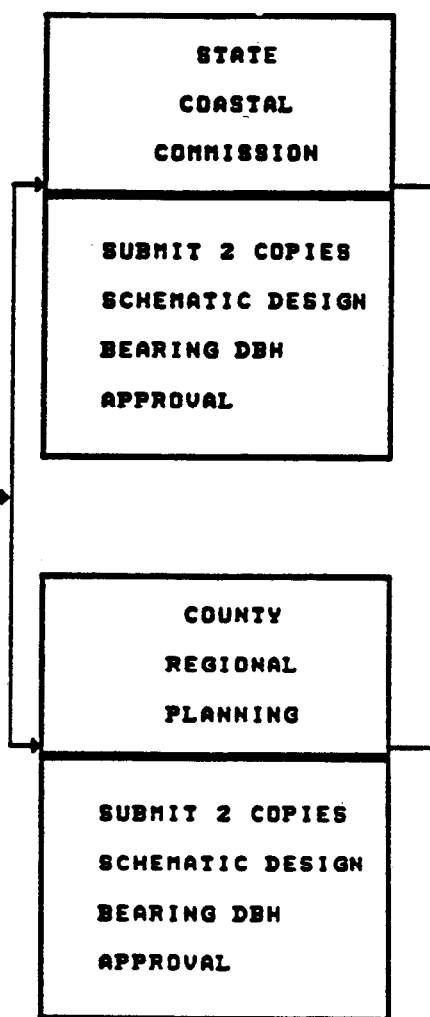
STEP 1

CONCEPT APPROVAL



STEP 2

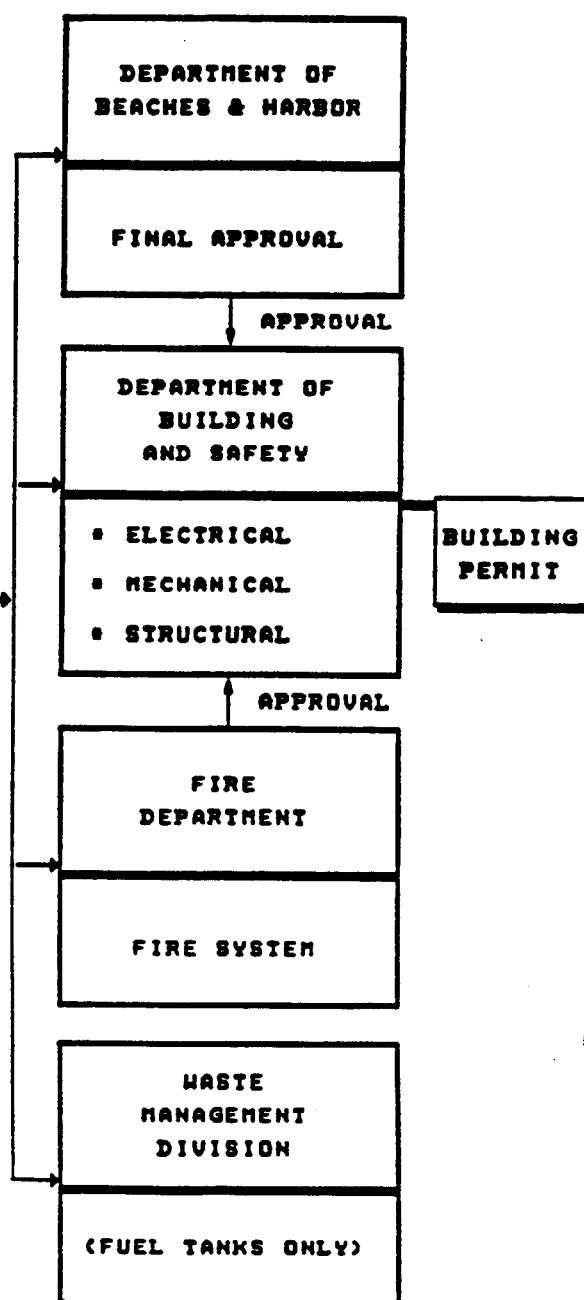
PLANNING PERMITS



CONSTRUCTION DOCUMENTS

STEP 3

BUILDING PERMITS



LOS ANGELES COUNTY

LANDSIDE PERMIT PROCESS

(EXHIBIT 1)

FOOTNOTE: Until such time as the Marina del Rey/Ballona Local Implementation Program is certified by the California Coastal Commission (CCC), plans must also be approved by the CCC.

SECTION 3: WATERSIDE

A. GLOSSARY OF TERMS

The following definitions are for use in conjunction with the Specifications and Minimum Standards of Architectural Treatment and Construction, and are not intended to be applicable in other locations or contexts (see Figure A).

Berth. A berth is the area of water allocated to tie up and store a boat. A berth may be a "slip" or a "side-tie".

Bulkhead Wall. A bulkhead is a retaining wall which divides dry land areas and water areas; also called a seawall.

Channel. A channel is the main waterway into and out of Marina del Rey and its eight main basins.

Dock. A dock is a floating structure to which boats are tied, and which is used for pedestrian access to and from the boats.

Dolphin. A dolphin is a multi-pile structure which is used for mooring large boats which generally cannot be accommodated by floating docks.

End-Tie. End-tie berths are side-ties which are located on the outermost end of a walkway. In this instance, the boat is generally situated beyond the pierhead line and in the channel.

Fairway. A fairway is the area of water adjacent to slips that feeds into a channel, and which is used for direct access to slips. The fairway water area is defined as laying between the outer end of a line of fingers and the nearest obstruction (i.e., other slips, bulkhead, etc.).

Finger. A finger is a portion of a floating dock section which is perpendicular to the walkways and is used for tying up and boarding boats.

Freeboard. Freeboard is the distance between the water surface and the walking surface of the dock system.

Gangway. A gangway is a structure which provides pedestrian access from land to the floating docks. One end is generally attached to the bulkhead with a hinge, and the other end rolls on wheels which rest directly on the dock surface. The word "brow" is synonymous with "gangway".

Main Walkway. A main walkway is that portion of a dock which serves as a primary pedestrian access to fingers and slips. Fingers are attached directly to main walkways. Main walkways are generally perpendicular to the bulkhead and are used for routing utilities.

Marginal Walkway. A marginal walkway is a portion of a dock which connects one main walkway to another, and to which no fingers are attached.

Pier Head Line. A pier head line is a lease line which divides a marina water parcel and a channel. No structures are allowed beyond the pier head line.

Side-tie. A side-tie is a berth which has tie-up capability and access only along one side of the boat.

Slip. A slip is a berth with a finger on one side and either a boat or a finger on the other. A single slip is a berth with a finger on each side. A double slip accommodates two boats with one finger on one side of each boat.

Walkway. A walkway is a wide portion of the floating dock system which is used for pedestrian access.

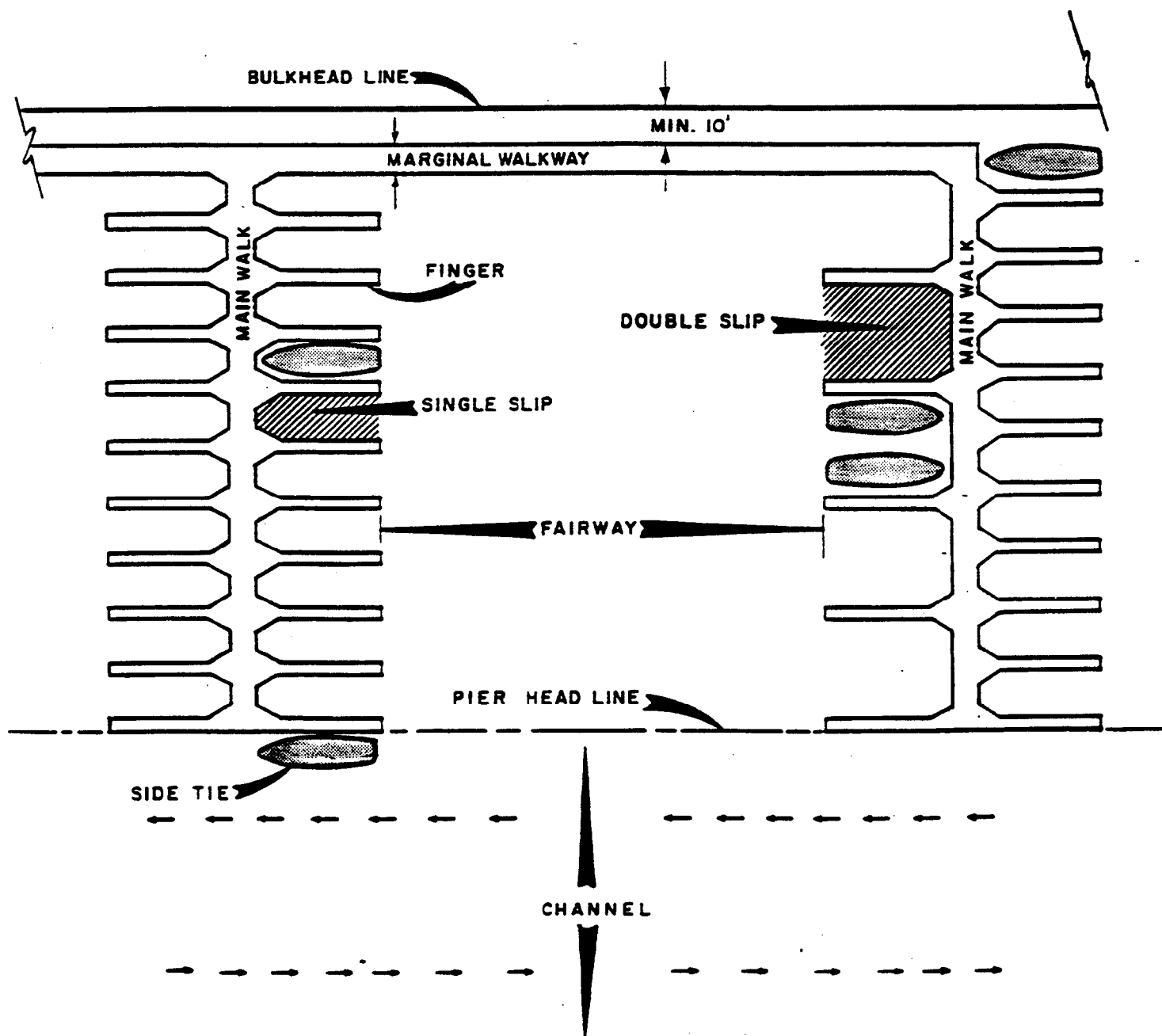


FIGURE A

B. PIERHEAD LINE

The pierhead line is a line parallel to and 200 feet measured at right angles from the bulkhead line within basins where anchorages are to be the prime water use, and 50 or 75 feet measured at right angles from the bulkhead line in other basin areas and along the main channel across the end of the mole. This line is the limited distance from the bulkhead beyond which no structures, including but not limited to docks, piles, floats, or other facilities, shall be erected by the lessee.

C. BULKHEAD ZONE

The bulkhead zone is the water and riprap area between the bulkhead line (face of the wall) and a line parallel to the bulkhead measured at right angles, ten (10) feet from the wall.

No structures, whether fixed or floating, may be constructed in this zone. Boats may not be moored within the bulkhead zone. The only allowable intrusions into the bulkhead zone are gangways necessary to access the floating docks. Utility lines shall be securely fastened to the under surface of the gangways. Utility loops at the top and bottom of gangways shall be designed to minimize intrusion into the bulkhead zone.

D. WATER AREA STRUCTURES

In general, all water areas within Marina del Rey between the pierhead and bulkhead lines are leased for three main purposes:

1. The docking and mooring of boats on a permanent basis.
2. Landing floats and docks for temporary mooring and visitors or interim use for landing and retrieving land-stored or trailer-borne boats.
3. Floats or structures for the dispensation and sale of petroleum products and accessories to serve the boatman.

E. FUEL FLOATS

Fuel floats used for the dispensing of petroleum products shall be adequately designed and placed to provide maximum service to the boater. Adequate guide piles or dolphins shall be required to provide permanence, safety, and stability. Fuel floats must be designed to support the dead loads imposed by the dispensers, hose reels, storage, etc.

Fuel facilities shall be in conformance with County, State and Federal codes, ordinances and law. Equipment, such as floating spill booms or absorbent systems, shall be kept on the fuel dock to contain fuel spills.

Installation or removal of fuel tanks or lines requires a permit from the Waste Management Division of the Los Angeles County Department of Public Works.

F. MARINA LAYOUT REQUIREMENTS

The mooring floats and slips shall conform to the following:

1. All main walkways will be at right angles to the bulkhead line and shall have a minimum width of 8 feet.
2. Marginal walks, where used, shall be parallel to the bulkhead line and shall have a minimum width of 8 feet.
3. Slip widths shall be in accordance with the "Layout and Design Guidelines for Small Craft Facilities," by the California Department of Boating and Waterways.
4. Fingers shall be at right angles to the main walks. However, if it is desirable to construct slips at an angle, approval for use of such slips must first be obtained from the Director. Whether at right angles or at an angle, length of slips shall be determined by the length measured along the center line of finger floats from the edge of main walks to the outer end of finger floats. Length of boats occupying slips shall be governed by the slip lengths for calculating overhang or obstructions to free movement in the fairways. All fingers forming individual slips shall have the following minimum widths:
 - a. Slips for boats 35 feet and under shall have a minimum finger width of 36 inches.
 - b. Slips for boats over 35 feet in length shall have a minimum finger width of 48 inches.
 - c. Slips for boats 60 feet and over in length shall have a minimum finger width of 60 inches.
 - d. Finger floats for double slips (that is, 2 boats between adjacent finger floats) may be used, providing the slip does not exceed 30 feet in length. However, when double slips are used, the minimum width of finger floats shall be 36 inches.

- e. No main waiks shall be built adjacent to the boundary line between two adjoining water parcels held under separate lease. Where the boundary line between parcels is common to parcels held by the same lessee, said boundary line may be disregarded for slip layout.
- f. Fairways are required between the end of slips and the parcel boundary where two adjacent water parcels are under separate lease. The fairway required between the end of slips and parcel boundary for each separate parcel shall be $1/2 \times (1.75 \times \text{the longest slip})$, but in no case shall the slip lengths, for purposes of calculation of the fairway width, be less than 30 feet.

Where lessees have water parcels with a common boundary, the first lessee (based on date of award of lease) shall provide the fairway width between the end of the slip and the parcel boundary equal to $1/2 (1.75 \times \text{the length of the longest slip})$ constructed adjacent to the parcel boundary. (Minimum slip length, for purposes of calculation, is 30 feet.)

The adjoining lessee constructing his slips at a later date (based on award of lease) must, if the slip lengths are greater than 30 feet in length, leave a fairway based on the length of the longest slip adjacent to the common parcel boundary whether said longest slip is constructed by himself or the adjoining lessee.

- 5. Outer end and side-tie fingers shall be one foot wider than minimal widths for all finger lengths.

Examples illustrating paragraph "e" above:

Example 1 (see Figure B, page 40).

Where each adjoining lessee constructs the same length slip adjacent to each side of the common boundary between water parcels, S1 and S2 will be the same.

Therefore, f1 and f2 will be the same. If both lessees construct 40 foot slips, $s1 = 40$ feet. $f1 = 1/2 (S1 40 \text{ ft.}) \times 1.75 = 35$ feet. $f2 = (S2 40 \text{ ft.}) \times 1.75 = 35$ feet, or a total fairway width of 70 feet.

Example 2 (see Figure C, page 40).

Where the adjacent lessees do not construct slips of equal length adjacent to the common boundary of the water parcel, apply the following formula.

Example:

Assume S1 = 50 feet. Assume S2 = 35 feet.

Lessee R (right side of sketch) is the first lessee to be awarded a lease. Compute the width f2 for fairway as follows: $f2 = 1/2 (35 \times 1.75) = 30.63$ feet.

The Lessee L (left side of sketch) receiving his lease at a later date decides to construct 50 foot slips. Compute his required portion of the fairway (f1) as follows: $f1 = 50 \times 1.75$ minus $f2 = 56.87$ feet.

If Lessee L was the first to receive his lease, the fairway would be computed as follows: $f1 = 1/2 (50 \text{ ft.} \times 1.75) = 43.75$ feet.

Continuing, Lessee R is the second lessee and decides to construct 35 foot slips adjacent to the parcel boundary. The computation for f2 would then be as follows: $f2 = 50 \times 1.75$ minus $f1 = 43.75$ feet.

From the two illustrations under Example 2, it is clear that the second lessee (the one to receive the award of lease last) must provide balance of the fairway width based on the formula $F = S \times 1.75$, where "S" is equal to length of the longest slip constructed adjacent to parcel boundary.

The fairway thus provided shall be the necessary turning area for access to slips on each side of the common boundary and shall be used in common by all boats berthed adjacent to said common boundary.

Where boundaries of any water parcel extend beyond the boundary of the land parcel in a given leasehold, lessee shall not be given access to, or on, the adjoining land belonging to another lessee unless by separate agreement between affected lessees, and with approval of the County. Lessee having a water parcel which extends beyond the boundary of the land parcel must provide water access to any main walk constructed in that portion of the water lot which extends beyond the land parcel within the leasehold.

Where complicated or angular boundaries affect water lease areas, and the water area adjacent to such boundaries are not under the same lease, the basic rules set forth above shall govern. However, the final arrangement of slips must be approved by the Director.

Final arrangement of slip lengths and fairways of all parcels, (subject to the above controls) as they may affect the slip lengths and fairways of adjacent water parcels under separate lease, shall be approved by the Director.

S = Slip Length

W = Slip Width

F = Fairway or turning basin between ends of slips

X = Distance between main walks.

C = Finger float width

$$F = 1.75 \times S$$

$$X = 2 \times S \text{ (longest slip)} + 1.75 \times S + 8 \text{ feet}$$

All dimensions are computed at right angles to the main walks.

MINIMUM DIMENSIONS

S	C	F	X
35' and under	36"	(compute)	(compute)
Over 35'	48"	(compute)	(compute)
61' and over	60"	(compute)	(compute)
Double slip 24' or less	48"	42"*	104"*

- * Minimum fairway width except adjacent to parcel boundaries (see page 37, paragraph 4f, of this modification for fairways adjacent to parcel boundaries).

FLOATING DOCK

EXAMPLE 'A'

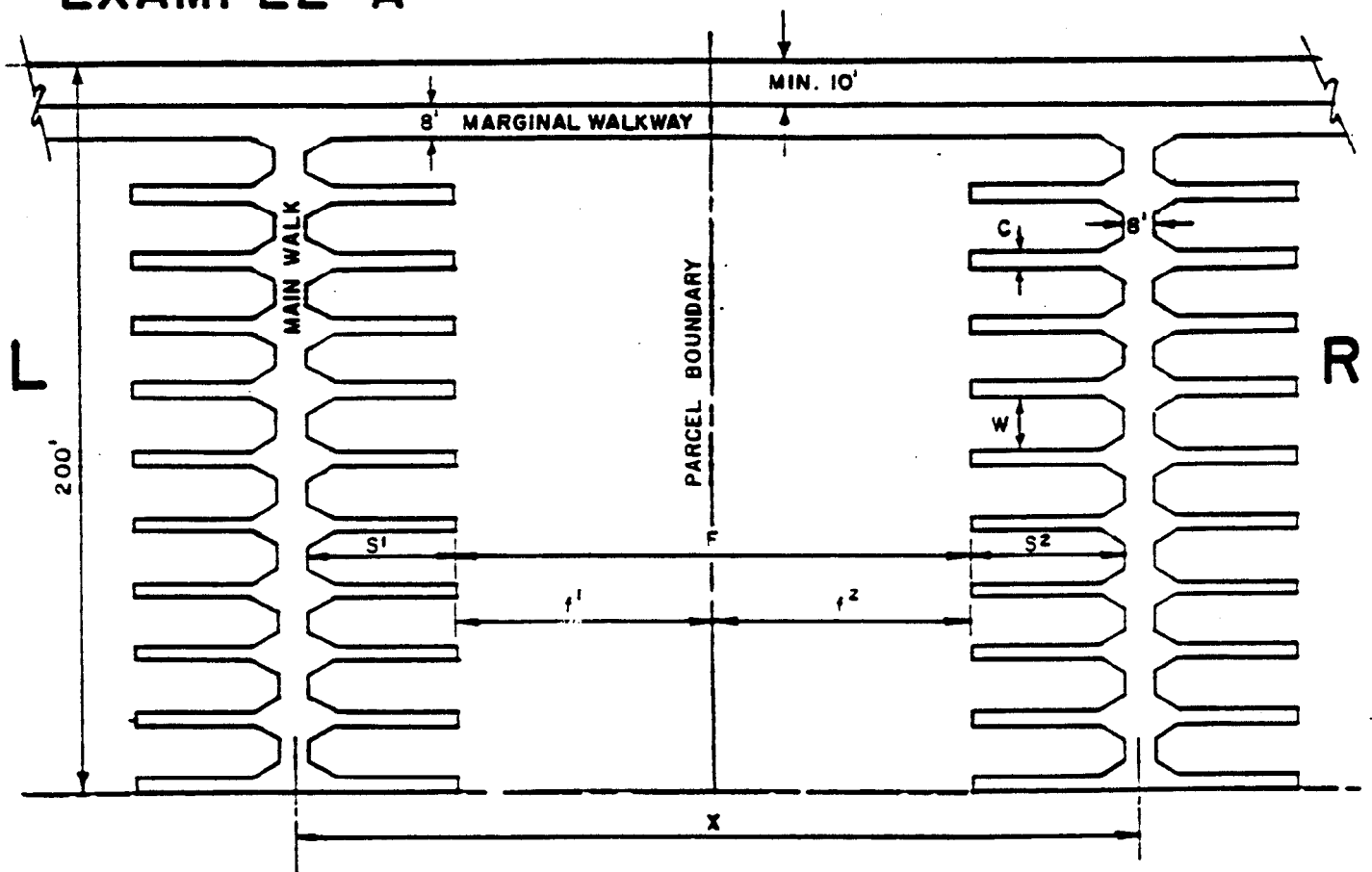


FIGURE B

C-39

FLOATING DOCK

EXAMPLE 'B'

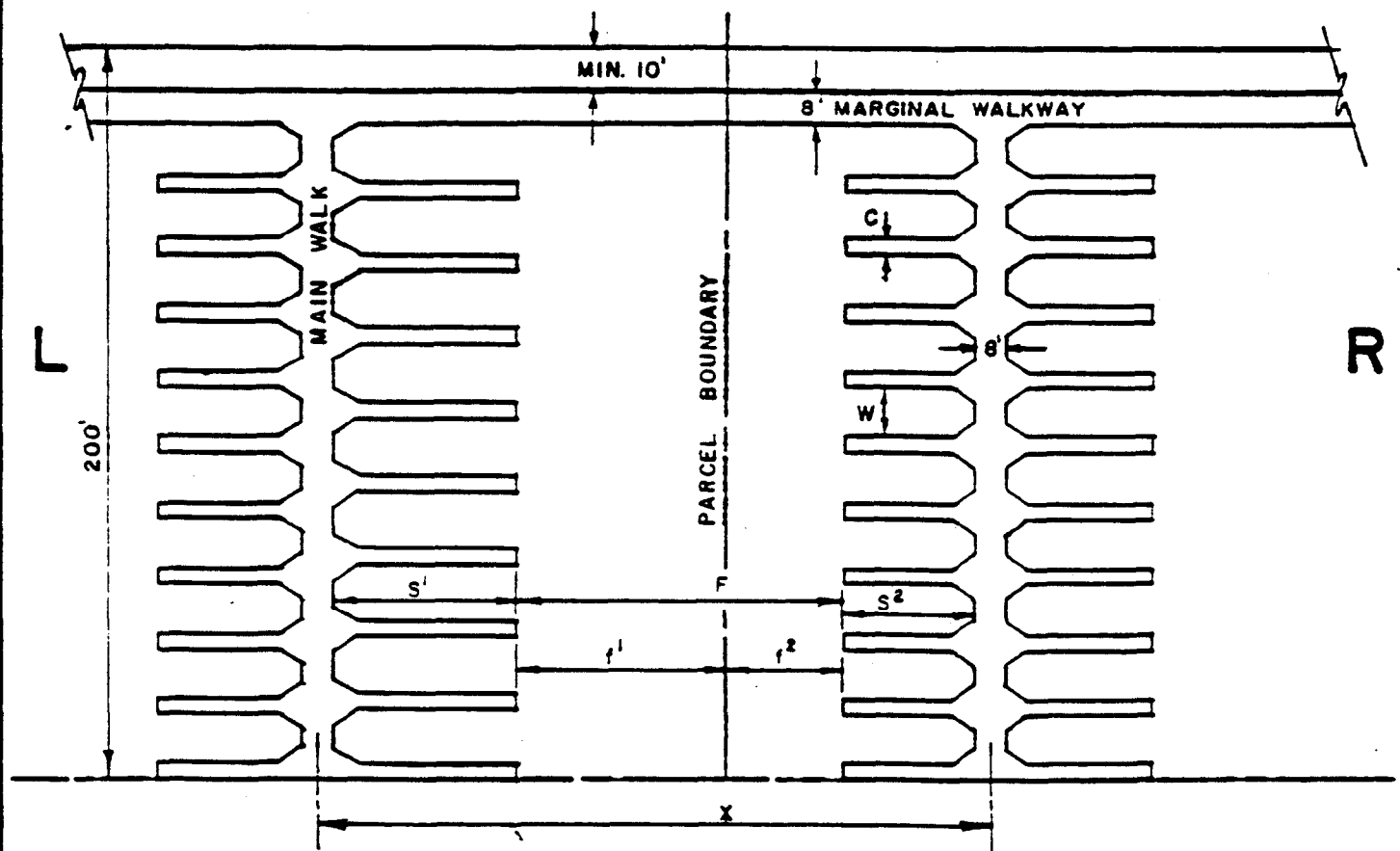
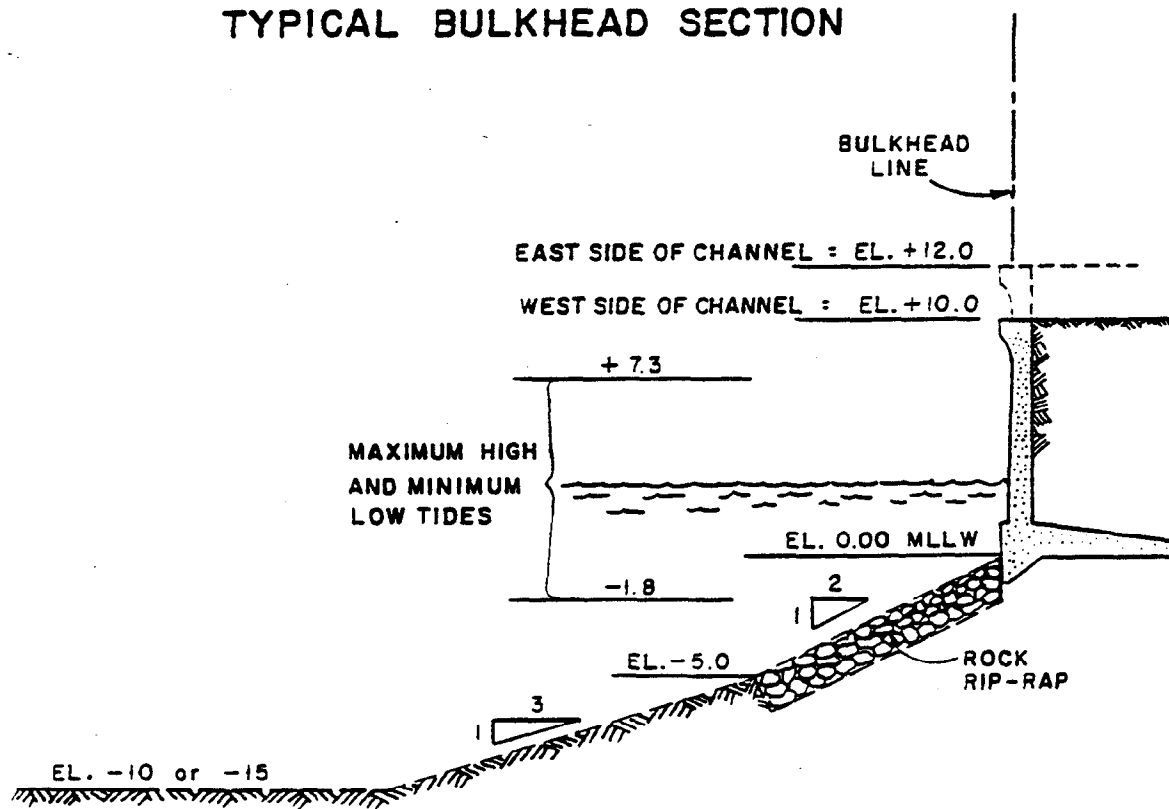


FIGURE C

MARINA DEL REY

TYPICAL BULKHEAD SECTION



* NOTE: PARCELS 55 TO 61 INCLUSIVE AND THE NORTHERLY 308' OF WATER PARCEL OF 62 WILL HAVE ROCK RIP-RAP TO EL. +3.0 DOWN TO EL. -10.0 AT 1:1 $\frac{3}{4}$ SLOPE.

FIGURE D

C-41

G. DESIGN OF STRUCTURES

1. Dock Systems:

A. Design parameters:

1. General. Dock systems shall be designed by an engineer, licensed by the State of California, who is experienced in the design of marine structures.

Dock systems shall operate as a single unit with the flotation either integral to the deck, or with the flotation mechanically fixed to the deck.

The flotation portion of the dock system shall have positive flotation, using expanded polystyrene cores with a minimum density of .90 pounds per cubic foot. The use of hollow pontoons shall not be allowed.

Dock system flotation pontoons shall have an outer shell of either concrete, or an ultra-violet stable plastic such as fiberglass or cross-linked polyethylene. Alternate materials must be submitted to the Director for review and approval. Exposed foam flotation shall not be allowed. Coated foam billets may be used for repair and safety reasons for a maximum of 90 days and as a permanent inclusion adjacent to the end-tie finger piling only.

All railings and railposts shall be designed to withstand a minimum horizontal force of thirty (30) pounds per lineal foot, applied at the top of the railing. All railings shall be 42 inches high.

2. Loadings. The design of the dock system shall incorporate all anticipated dead load elements and all anticipated live loads.

Dead load of the system shall include the weight of dock system components (walers, bracing, bracketry, etc.) which are permanently incorporated into the dock system, and non-dock system components (transformers, gangways, dinghy racks, trash containers, etc.) which are permanently affixed to the dock system.

Live loads are temporary, transient loads imposed in the ordinary use of the dock system, such as people, carts, equipment, wave loadings from boats, wind loads, etc. The dock system shall be capable of supporting a 20 pound per square foot live load with a freeboard not less than 12". The structure shall be capable of supporting a 400 pound point load anywhere on the deck surface while maintaining the level tolerances cited in section 1.A.3 below.

Design criteria for wind loads shall be as follows:

- a. Design wind pressure criteria shall be in accordance with Section 2311, subsection B, of the Uniform Building Code (UBC), based on exposure factor "C".
- b. For docking purposes, the projected area, including the ship profiles, shall be computed as a uniform exposed height above the waterline equal to 15% of the finger length of the slips.
- c. For a series of slips, the load applied to the total float system shall be based upon the projected area of the largest finger plus 10% of the area for each additional finger.
- d. For a wind direction parallel to the fingers, the same 15% height factor shall be assumed along the full length of the walkway, with due consideration where finger lengths vary.
- e. Loads and forces resulting from tidal action, water movement or mooring lines will not be considered, since they are not subject to building code regulations.

Wave loading criteria shall be as appropriate for the location of the marina.

Impact loads shall be calculated in accordance with the California Department of Boating and Waterways impact loading criteria.

All railings and railposts shall be designed in accordance with the UBC L.A. County Building Department Standards.

No reduction of the assumed live load shall be allowed in any part of the design, except that, in the case of timber structures, the working stress may be increased by 100% for impact only.

Any system or method of construction to be used shall admit to a rational analysis in accordance with well established principles of mechanics.

3. Freeboard. Dock systems shall be designed to have a uniform freeboard between 15" and 20" under dead load conditions. The overall dock system, including fingers, walkways, and special load floats (for gangways, transformers, dinghy racks etc.), shall be designed to float at a uniform level $\pm .5$ ".

The walking surface of the in-place dock system shall be level within the following tolerances:

finger transverse	-	1/4" per foot
finger longitudinal	-	1" overall
walkway transverse	-	1/8" per foot
walkway longitudinal	-	1" overall

B. **Materials.** Materials used in dock systems shall have a demonstrated history of use in salt water environments of at least 10 years. Materials used in the dock system are to be new and in good condition. The Lessee shall incorporate the following minimum material standards into the design of dock systems:

1. **Wood.** All dimensional lumber used in the construction of docks, gangways or other wood appurtenances shall be pressure treated with preservative in accordance with the American Wood Preservative Association's specifications for wood in a salt water splash zone. Dimensional lumber is not required to be painted. However, if the Lessee opts to paint, such paint shall be maintained in good appearance.

Plywood on walking surfaces shall be pressure treated and painted with a non-skid coating. Medium density overlay plywood is recommended.

Wood shall be cut and drilled prior to treatment, with the exception of limited field work. Field cuts and holes shall be swabbed with preservative in a controlled, non-polluting manner, and in accordance with the manufacturer's recommendations and State and Local law.

2. **Concrete and Reinforcing Steel.** Concrete shall be designed for permeability, strength, chemical stability and abrasion resistance appropriate for its application. Minimum compressive strength for concrete, subject to salt water splash or immersion shall be 4000 psi. All other concrete shall have a minimum compressive strength of 3500 psi. Concrete structures shall be designed to provide sufficient coverage of reinforcing steel so as to prevent corrosion. Supplemental protection of reinforcing, such as epoxy coating or hot-dipped galvanizing, is recommended.

All non-reinforcing ferrous metal embedded in concrete shall be hot-dipped galvanized prior to installation, or stainless steel.

Primary structural concrete fasteners must be removable for corrosion maintenance and replacement.

3. Metals. All steel bolts, bracketry, weldments, rods and fasteners shall be hot-dipped galvanized with a minimum of 3 mils of zinc, or stainless steel.
4. Plastics. All plastics used in the dock system shall be ultra-violet light stabilized or protected. Plastics proposed for use must have a demonstrable performance history in salt water environments of at least ten years. Design strengths and thicknesses shall be appropriate for the intended use.

2. Dock Appurtenances:

- A. Locker Boxes. Individual locker boxes may be provided for slips, and may provide housing for electrical and mechanical services. Locker boxes shall be securely attached to the dock surface. Locations other than on a finger knee require the approval of the County.

Lockers shall be made of 1/8" minimum thick fiberglass or cross-linked polyethylene. Plywood or wood locker boxes shall not be permitted. Flammable materials shall not be kept in locker boxes.

- B. Cleats. Cleats shall be designed to accommodate boats and loads appropriate for their location. A minimum of two cleats on each side of a slip are required. Cleats shall be hot dipped galvanized, and attached to the dock system by means of through-bolts of adequate size to transmit loads between boats and the dock system.
- C. Bumpers. Bumpers shall be installed on dock surfaces that will come into contact with boats. Outer corners of fingers should be protected with corner bumpers or dock wheels. Bumper material shall be vinyl. Water retentive material such as rugs, or salvage materials such as tires, shall not be used.
- D. Boarding Ladders. Boarding steps or ladders shall not be kept on main walks. Boarding steps and ladders may be kept on, or attached to, finger floats, but in no case shall boarding ladders on finger floats occupy more than one-half of the width of the finger float.

Boarding steps or ladders shall not be permanently attached to the outermost 5 feet of any finger float, so that emergency access may be had to the outer edge of the fingers at all times. Boarding steps or ladders shall not be permanently attached to a finger float opposite to each other.

Boarding steps must be light weight and not used for storage, unless the supporting dock section has been designed for the additional dead load.

3. Piling:

- A. Design. Marina guide piles and bearing piles shall be designed by an engineer, licensed by the State of California, who shall have demonstrated expertise in the design of marine structures.

Pile loading calculations shall be based on a soils investigation by a licensed geotechnical engineering firm.

Alternately, soils data gathered by the County for the design and construction of the bulkhead may be used by the engineer in lieu of actual field investigation, provided that the data is within 500 feet of the piles to be driven. The County makes no warranty as to the accuracy or reliability of its soil data. A pile indicator program shall be performed under the direction of either the design engineer of record or the geotechnical engineer, to determine that the actual driving conditions match anticipated conditions.

If design calculations are not submitted to, or are not accepted by, the Building Official, the following lateral stability test shall be included on the construction drawings and shall be performed and submitted to the County for review and approval before the pile driving is 25% complete:

1. One test shall be conducted for each group of 25 piles driven. A minimum of one test shall be performed for construction projects of less than 25 piles.
2. Load shall be applied at +8.5 MLLW.
3. Load shall be applied in 500 lb. increments with zero load between increments.
4. Maximum lateral load shall be 2625 lbs.
5. Maximum lateral load shall be sustained for 6 minutes. The 1500 lb. design load shall be sustained for 24 hours and the deflection recorded after this time.
6. The maximum deflection, or set, of the piles after the short term 1500 lb. load is removed is 0.25 inches. The maximum deflection, or set, of the piles after the 2625 lb. load is removed is 1.00 inch.
7. Pile stability tests must be approved by the Building and Safety Division prior to occupancy of boat berths.

8. The tests shall be observed, and the results thereof reported, by an approved testing laboratory or a registered civil or structural engineer.
9. The Building Department (inspector) shall be notified 24 hours in advance of any proposed test in order that the building inspector may observe the test operation.
10. Complete test reports, prepared by a registered civil engineer, shall be submitted to the Building Department for approval. A duplicate copy thereof shall be filed with the Department of Beaches and Harbors, in Marina Del Rey.

Should the test results indicate that the piling do not meet the design criteria, the Design Engineer shall resubmit a redesign to the Building and Safety Division prior to continuing work.

B. Pile Material. All piling shall be pre-stressed, pre-cast concrete. The shape may be round, octagonal or square. All piles shall be provided with conical concrete or fiberglass caps.

C. Installation. Piling shall be installed by a licensed contractor regularly engaged in the business of pile driving. Care shall be taken in the handling and driving of piling to prevent spalling, cracking or other damage. All piling shall be driven. Jetting of piling shall not be permitted. Pile head elevations shall be as follows:

1. The elevation of head of piles (+/- 3"), within basin areas and all portions of the main channel dredged to a depth of -10 feet, shall be + 13 feet.
2. The elevation of head of piles (+/- 3"), within basin areas and all portions of the main channel dredged to a depth of -15 feet, shall be + 15 feet.
3. The elevation of head of piles or dolphins (+/- 3"), in those portions of the main and entrance channel dredged to a depth of -20 feet, shall be + 17 feet.

Piling shall be installed vertically plumb within tolerances defined in the construction documents.

Record of pile driving operations shall be maintained under the supervision of the engineer-of-record, and made available to the County upon request.

Upon completion of the pile driving operation, the engineer shall certify that the piling were installed in accordance with the design. Such certification shall be on the engineer's letterhead and bear the engineer's stamp, and shall be submitted to the County prior to issuance of a certificate of occupancy

4. Electrical Systems:

- A. Design. Electrical systems shall be designed by an electrical engineer, licensed by the State of California, and shall be in accordance with the latest National Electrical Code adopted by the County, and the Los Angeles County Building and Electrical Codes. Electrical service points for boats shall be such that no boater cords or cables cross any portion of main or marginal walkways. Electrical components shall be designed for marina applications, when possible.
- B. Minimum Service. An electric service connection shall be located at every other slip. Electrical receptacles shall be waterproof and approved by the County.
- C. Lighting. Lighting shall be provided on all floating structures. All lighting shall be so designed as to provide sufficient light for safe pedestrian usage, and a minimum reflection on the adjacent water areas. All lighting on landside structures and buildings shall be designed to provide a minimum reflection on the adjacent water areas.
- D. Installation. Electrical cables and conduits shall be fastened securely to the dock system and gangways such that the system is protected from damage by boats. No portion of the electrical system shall be within 6" of the water. Strapping shall be stainless steel. No electrical conduit or cables may be installed on the walking surface of the dock system.

5. Mechanical Systems:

- A. Design. Plumbing systems shall be designed by a mechanical engineer, licensed by the State of California, and shall be in accordance with the latest National Mechanical Code, National Fire Protection Code Section 303, adopted by the County, the Los Angeles County Fire Code, and the Los Angeles County Building and Plumbing Codes.
- B. Minimum Service. One hose bib connection shall be located at every other slip.

All marinas may provide sewage pumpout facilities for the use of their boaters.

All marina water systems will provide for separate potable water and fire systems. Fire system designs and completed installations must be approved by the Los Angeles County Fire Department.

- C. Installation. Piping and hoses shall be fastened securely to the dock system and gangways such that no sagging or drooping occurs. No portion of the plumbing systems shall be within 6" of the water. Strapping shall be stainless steel. No piping or hoses may be installed on the upper surface of the dock system. Installation shall be performed by a California licensed contractor with classification C-16 or C-36.

6. Gangways or Brows:

Gangways shall be provided at the ends of all main walks except where marginal walks are used, in which case one gangway may serve more than one main walk. Gangways shall have a minimum width of 36 inches between the inside of the protective railings. At lowest low tide, the slope of the walk shall not exceed 1 foot vertical to 3 feet horizontal. Where the gangway rests on the main walk, adjacent width shall be added to the main walk to provide a clear space on the main walk of not less than 8 feet on one side or 4 feet on each side of the gangway to the edge of the main walk.

7. Construction:

- A. Contractor. The construction shall be performed by contractors licensed by the State of California in the appropriate classification.
- B. Submittals. Prior to the start of any construction, the Lessee shall submit to the County the following items for review and obtain approval:
1. Complete construction plans and specifications, bearing the Engineer's stamp.
 2. Project execution plan including the following:
 - * Project schedule.
 - * Description of phasing.
 - * Project participants, including designated lessee representatives, engineer and contractor(s).
 - * Quality control procedures and inspection plan.
 - * Mobilization plan, including where the contractor intends to mobilize and for how long, and routing of construction traffic on public streets and in the water.
 - * Tenant boat relocation plan, interim and permanent.

3. A signed general building permit from the Los Angeles County Division of Building and Safety.
 4. A certificate of general liability insurance in the amount of one million dollars (\$1,000,000), indicating the County of Los Angeles and its representatives as additionally insured.
- C. Conduct of the Work. The contractor shall conduct the work in accordance with County, State and Federal law and ordinances. Special care shall be exercised regarding the following:
1. Safety and Protection of Property. Marina del Rey is a heavily developed, high public use area. The Lessee and the Contractor shall exercise special care in protecting public safety and protecting property in and around the project site.
 2. Debris and Pollution Control. The Lessee and the Contractor shall use any and all means at their disposal to prevent construction debris from entering the waterway, or adjacent property. Equipment and procedures shall be used to prevent any diminishing of water and /or air quality.
 3. Noise Control and Hours of Work. The Lessee and the Contractor shall use the equipment to minimize noise. Hours of work shall not extend beyond 7:00 A.M. and 6:00 P.M. on weekdays without the express approval of the County. No work is to be conducted on weekends or holidays without the approval of the Director.
 4. Clean Site. The Lessee and the Contractor shall maintain the staging area and the project area in a clean, organized manner. Construction debris shall be cleaned up on a daily basis.
- D. The County, or its designated representative, shall be allowed access to all places where work is being conducted for inclusion in the project.
- E. Acceptance. Upon completion of the project, the Lessee shall require the engineer-of-record to certify in writing, on the engineer's letterhead bearing the engineer's stamp, that the project is in compliance with the approved plans and specifications. Upon review and approval of the engineer's certification, the County will issue a certificate of occupancy. No boats may use the marina until the certificate of occupancy has been issued. On phased projects, sequential certifications and occupancies may be issued.

H. DOLPHINS

Dolphins may be wood piles treated with creosote coal tar solution with a net retention of 16 pounds per cubic foot. Double-dipped hot galvanized rubbing strips, minimum thickness 1/2 inches, minimum width 4 inches, shall be provided for vertical dolphin piles. Elevation of the head of the dolphin shall be not less than + 17 feet. The head of the piles shall be adequately protected with stainless steel rods, so set and sharpened as to discourage birds. The wood piles forming the dolphin shall be of adequate dimensions and penetration, and said dolphin shall be designed by a California licensed engineer who shall submit, with each set of plans and specifications, complete calculations and details as required above in Design of Structures, Piling.

I. BEARING PILES

Bearing piles for buildings or structures shall be concrete pre-cast, pre-stressed piles and shall be of adequate dimension and penetration to serve the purpose intended. Piles shall be designed by a licensed engineer and complete sets of calculations and design data shall be submitted with each set of plans and specifications.

J. BULKHEAD WALL PROTECTION

The bulkhead walls constructed at Marina del Rey are for the retention of the land, and to provide a sharp delineation between land and water areas. In all planning and designing the following shall be of prime consideration:

1. No structure shall be appended to, or fastened to, any portion of the bulkhead wall. All gangways, conduits, pipelines, and other structures or appurtenances crossing the bulkhead shall bridge the bulkhead, so that no vertical or lateral forces are superimposed directly upon the bulkhead.
2. A barrier with a minimum height of 3-1/2 feet above the top of the bulkhead, consisting of a fence, railing, or some other approved structure, shall be erected along the bulkhead line. Footing for such structure shall be placed immediately to the shore side of the bulkhead. Said fence or railing shall be continuous except where ingress and egress across the bulkhead to water structure is provided.

3. All buildings will be required to set back a distance of 15 feet from the face of the bulkhead to the face of the building. No structure will be permitted in the 15 foot area, except upon permission of the County. The roof, marquee, awning, or overhang of any building may extend to within 10 feet of the bulkhead line. The roof, marquee, awning, or overhead of any building shall have a vertical clearance of 8 feet above the paved surface. Immediately adjacent and parallel to the bulkhead, a strip having a minimum width of 10 feet shall be adequately paved with asphalt concrete or cement concrete. This strip is required for access, service, and emergency vehicles only along the bulkhead line.
4. Mobile cranes, if used for launching or retrieving boats or any other heavy construction equipment, or any supports for monorail or similar equipment, shall not be used on the land side of the bulkhead closer than the 15 foot set back required for all fixed structures without prior approval by the Director. Proposals for fixed cranes, monorail or mobile crane installations, should be discussed with the County prior to submission of bid.
5. The configuration of the mole is such that all land slopes toward the bulkhead and, in the center of each 60-foot panel of bulkhead, there exists a 3-inch outlet with a vertical riser which comes to within 2 feet of the top of the bulkhead. These risers may be used for disposal of surface storm water, including drainage from roofs. The 10 foot paved strip parallel to the bulkheads should be installed so that the edge adjacent to bulkheads is at least 1- 1/2 inches below the top of the bulkhead at its highest point and may be sloped to drain to the center of each panel. Fire access driveways may be constructed with an inverted crown (a depressed center line) to take the flow of water from the parking lots to bulkheads where drains should be installed to connect with drains through the bulkhead.
6. Construction of various types of facilities, for observation, restaurant, bar or recreation on the water side of bulkheads, extending over water areas are subject to the approval of the Design Control Board and must comply with the following:
 - a. Structures may be erected on the water side of the bulkhead, but must be completely independent of bulkheads for any type of support.
 - b. The structures shall be raised above the bulkhead elevation to provide clearance for utilities and service access, but shall not be affixed to the bulkhead.

- c. The 15 foot rights of way parallel with, and immediately in back of, the bulkhead may be bridged by a temporary covered breezeway to provide protective access to the structures on the waterside. However, vertical clearance between the paved surface and underside of said covered breezeway shall be capable of easy removal and shall be removed by the lessee upon demand of the County at any time that it is necessary to maintain or reconstruct the bulkhead or utilities within the 15 foot area parallel with and adjacent to the bulkhead.
- d. All of the above said structures shall be carefully reviewed by the Design Control Board to assure that such structures are not objectionable as to use or design, and to assure that the same shall not conflict with the primary uses of any lease area.
- e. Structures mentioned in paragraph 6, above, will be permitted in the main channel only after review and approval of the United States Army, Corps of Engineers. The prime use of the waterside in the main channel is for navigation of small craft. Prime use of water in the basins is for the berthing of small craft. Reduction of berthing facilities, or interference with navigation, will not be permitted.

K. WATERSIDE PERMITS

1. Planning Permits.

The following must be submitted for the review and approval of the Department of Beaches and Harbors prior to applying for a Building Permit:

- a. An accurate, to-scale, layout showing lease lines, slip lengths, finger widths, adjoining improvements, walkway widths, fairway dimensions and setbacks.
- b. Proposed tenant relocation plan.
- c. Parking analysis.
- d. Financial pro-forma indicating extent of projected revenue changes.

Subsequent to obtaining conceptual approval from the Department of Beaches & Harbors, planning permits must be obtained from the Coastal Commission and Regional Planning Department. Pertinent plans, plan check number, calculations, reports, etc., must be submitted directly to these agencies (see Exhibit 2).

Please note that approval will require thorough plan reviews and will probably not be a "same day/over the counter" process. Some items resulting from the agency plan reviews may affect the building plan check. These should be communicated to the building plan check engineer as soon as possible. All planning approvals must be furnished to the Building and Safety office prior to building permit issuance.

You must obtain these approvals directly from:

- a. Beaches & Harbors Department
13837 Fiji Way
Marina Del Rey, CA
Telephone: (213) 305-9530
- b. Coastal Commission
245 West Broadway, Suite 380
Long Beach, CA
Telephone: (213) 590-5071
- c. Regional Planning Department:
 - * Land Use/Zoning.
 - * Legal Lot Determination.
 - * Parking and Landscaping.
 - * Compliance with General Plan and Coastal Plan.
 - * Setbacks.

320 West Temple Street, Room 1360
Los Angeles, CA
Telephone: (213) 974-6411

Footnote: Until such time as the Marina del Rey/Ballona Local Implementation Program is certified by the California Coastal Commission (CCC), plans must also be approved by the CCC.

2. Building Permits.

Once planning approvals have been obtained, the applicant must submit construction drawings to the Building & Safety Division, the Fire Department and the Department of Beaches & Harbors. If a fuel facility is involved, application must also be made to the Waste Management Division.

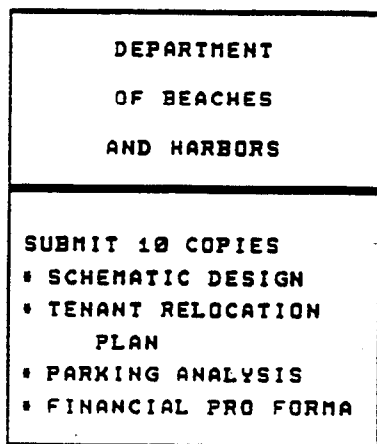
Approvals and/or comments from the Department of Beaches & Harbors and the Fire Department will be forwarded directly to the Building & Safety Division for processing. The final Building Permit will be issued by the Building & Safety Division after its plan check and application approval, plus the approval of the Department of Beaches & Harbors and the Fire Department.

- a. Beaches & Harbors Department
13837 Fiji Way
Marina Del Rey, CA
Telephone: (213) 305-9530
- b. County of Los Angeles, Department of Public Works
Building and Safety Division
LENNOX DISTRICT OFFICE
4353 Lennox Boulevard
Lennox, CA 90304
Telephone: (213) 419-5651
- c. Fire Department (a stamp and letter is required):
 - Fire Protection Engineering
Fire Prevention Bureau
5823 Rickenback Road
Commerce, CA 90040
Telephone: (213) 720-5141
 - Lennox - Lawndale
24320 Narbonne Avenue
Lomita, CA
Telephone: (213) 325-5410
 - Fire Prevention Bureau
101 Centre Plaza Drive, Room G
Monterey Park, CA 91754
Telephone: (213) 264-0194
- d. Waste Management Division
900 South Fremont Avenue
Alhambra, CA 91803
Telephone: (818) 458-3561

SCHEMATIC DESIGN

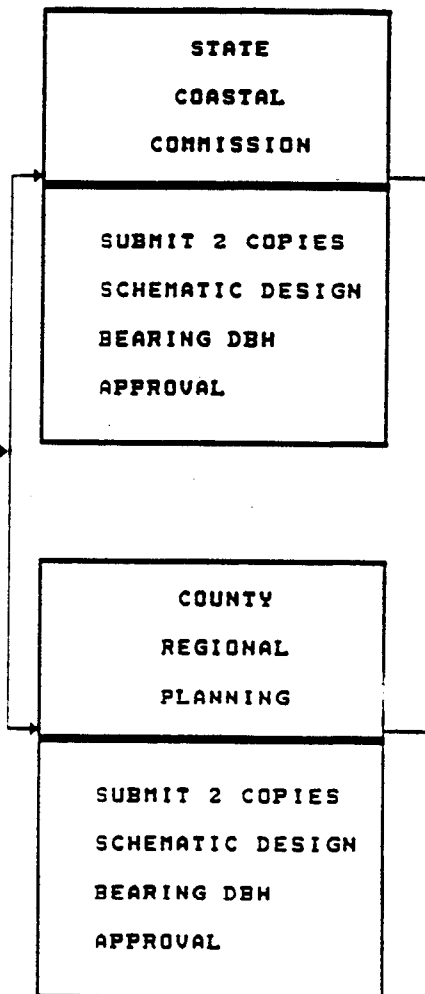
STEP 1

CONCEPT APPROVAL



STEP 2

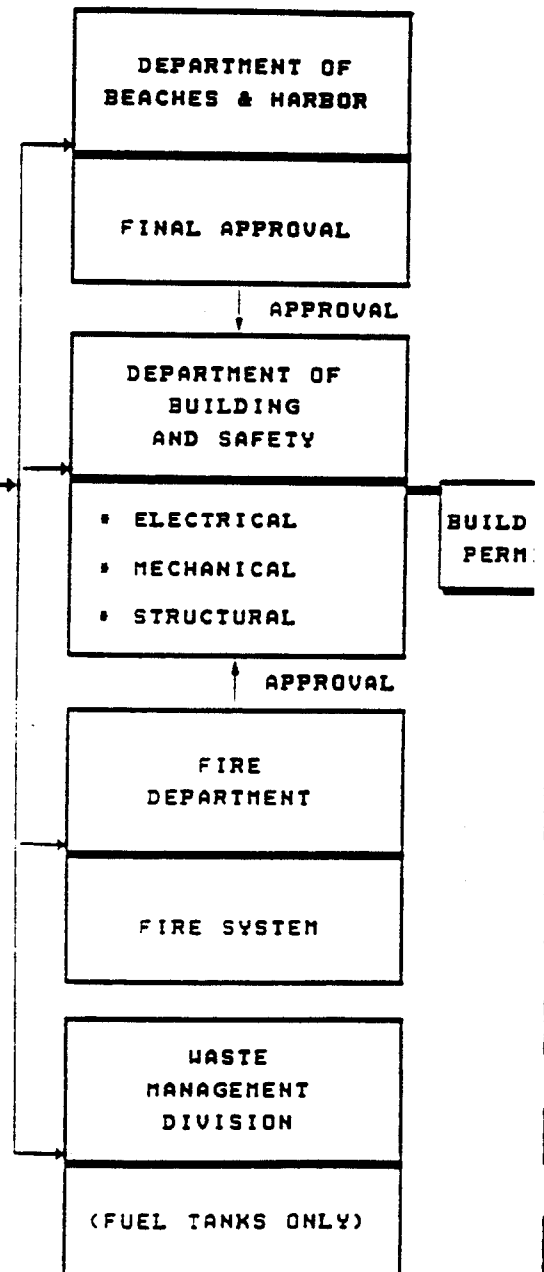
PLANNING PERMITS



CONSTRUCTION DOCUMENTS

STEP 3

BUILDING PERMITS



LOS ANGELES COUNTY

WATERSIDE PERMIT PROCESS

(EXHIBIT 2)

FOOTNOTE: Until such time as the Marina del Rey/Ballona Local Implementation Program is certified by the California Coastal Commission (CCC), plans must also be approved by the CCC.

C-56



**COUNTY OF LOS ANGELES
DEPARTMENT OF BEACHES AND HARBORS**



**TED REED
DIRECTOR
ERIC BOURDON
ASSISTANT DIRECTOR
STAN WISNIEWSKI
DEPUTY DIRECTOR**

**Marina del Rey
Department of Beaches and Harbors Design Control Board**

**Revised
STATEMENT OF AIMS AND POLICIES**

February 19, 1987

The Design Control Board was established by the Board of Supervisors on February 23, 1960 to "assure some degree of conformity on the part of successful future bidders who may be constructing improvements within the Small Boat Harbor". In adopting the Specifications and Minimum Standards of Architectural Treatment and Construction on January 3, 1961, the Board of Supervisors further charged the Design Control Board "to review and approve the architectural design and arrangements of facilities constructed at Marina del Rey" and provided that no construction be initiated prior to approval of plans and specifications by the Design Control Board.

Whereas the development of Marina del Rey does not anticipate nor require conformance with any pre-established, precise architectural theme or concept, the Design Control Board fully intends to assure reasonable compatibility of all elements. The following general guidelines are intended to assist lessees in avoiding objectionable approaches and solutions.

1. Architectural Style or Theme

Improvements should be designed to suit the particular physical and environmental characteristics of Marina del Rey as well as the functional requirements of the use(s) designated for the specific leasehold.

2. Operational Function and Layout

Whereas the economic considerations of any development are paramount in importance to both the County and the lessee, over-development of premises, creating congestion, extreme density, or other objectional conditions will not be approved. The design of site structure should anticipate all reasonable and desired activities on the premises, both initially and ultimately, and adequate space and facilities should be provided or anticipated for each. Design consideration should be given to the aims of the 1976 Coastal Act in protecting the coastal resources by preserving the marine view and including public access. This consideration is particularly critical to multi-use leaseholds where the tendency to dual use of facilities (parking, restrooms, etc.) could result in inadequacy. Minimum quantities and standards prescribed in the Specifications should not be considered necessarily adequate but should be amplified where possible to achieve a more ideal condition.

3. Esthetic Considerations

Two significant design elements, frequently minimized, are critical to the final result. (1) Landscaping is essential to the development of a pleasant environment. The range of materials considered appropriate to the Marina del Rey's geographic and climatic conditions is wide enough to provide good selection. The size and quantity of materials should be predicated on achieving an "established" appearance from the onset. (2) All exterior signs, whether for identification, advertising, or direction, should be considered an inherent part of the architecture. While many sign vendors employ competent designers, the opinion and recommendations of the development architect are essential to compatibility, location, and function.

4. Materials

While the Uniform Building Code establishes criteria for the use of various materials for structure and finish surfaces, it does not necessarily consider durability nor maintenance aspects. All materials employed within the Marina should be selected for optimum longevity and minimum upkeep. While this philosophy may be obvious, it is frequently outweighed by initial economic considerations to the end that

(1) the improvements soon take on a relatively dilapidated appearance, or (2) revenues are considerably reduced by high maintenance costs. Every effort should be made to use the best possible materials compatible with the term of the lease.

5. Phased Construction

Where economic or other considerations dictate the necessity for phased construction of ultimate improvements, such phasing should be delineated on the schematic plans. Initial construction should provide for the improvement of the entire street frontage of the premises to a depth of at least 5 feet. This will entail providing appropriate fencing and/or landscaping as anticipated by the ultimate development. The Board will also consider the appearance of the undeveloped portions of the leasehold. In many instances it may be necessary to provide some suitable ground cover or other treatment of areas to minimize growth of weeds or unkempt appearance; particularly if exposed to public view, or the undesirable exposure of adjacent leaseholds to wind-driven dust and debris.

6. Preparation of Plans and Specifications

It is important that drawings; particularly schematic plans, be clearly definitive in delineating the nature and scope of the improvement program. Comprehensive and accurate site plans, floor plans, and building elevations whereon the nature, type and relationship of proposed materials and elements are clearly established, are essential. Renderings and perspective drawings may be submitted but such are not acceptable in lieu of scale drawings. Site plans should reflect and identify conditions and/or improvements on the portion adjacent leaseholds immediately contiguous to the applicant's lease boundaries in order to illustrate for reasonable consideration the relationship and compatibility of functions and physical elements.

Outline specifications should be provided with pertinent schematic and preliminary drawings. Ordinarily only one copy of the final, detailed specifications is required for the Department's review and records.

7. References and Assistance

- a. It is strongly recommended that lessees' objectives and tentative program be discussed with the staff

of the Department and with the Design Control Board at as early a date as practicable. If and when desired, time will be allocated to any lessee on the Board's regular agenda--third Thursday of each month.

- b. Review and analysis of the "Specifications and Minimum Standards of Architectural Treatment and Construction".
- c. Permanent Sign Control and Regulations as adopted January 19, 1967.

8. Organization and Procedures

- a. The Design Control Board consists of five members, each appointed by one of the five County Supervisors for specific terms; currently one year. By intent and in order to afford a practical range of experience and knowledge, the Board is comprised of three architects, a landscape architect, and one member from the field of business management. At its June meeting each year, the Board elects a chairman and vice chairman to preside over meetings during the following year.
- b. Open public meetings, conducted in accordance with Roberts Rules of Order, are scheduled normally on the third Thursday of each month. When circumstances necessitate, meeting dates may be rescheduled or additional meetings announced. Agendas are disseminated to all lessees and others with known interests on the Thursday preceding each meeting.
- c. Board members are each furnished copies of materials submitted for their consideration with the agenda not later than Friday preceding the meeting. Therefore, all plans must be submitted by 10 a.m. on the second Thursday Monday of each month to ensure delivery-the-next-day. timely transmittal to the members. At the meeting, the various submittals are considered (in the order in which they occur on the agenda) by and between the members present. In addition, the lessee, his architect, and/or other interested parties are afforded the opportunity to participate in the discussion. Submittals are then approved or disapproved by vote on a motion made by any member of the Board. In the case of approvals granted subject to one or more revisions

or modifications to the plans or specifications, the Board may direct that such revisions be resubmitted or that such may be approved by the staff after verification that all required revisions have been incorporated in a satisfactory manner.

- d. The agenda for each meeting will be posted in the lobby of the Arthur G. Will Administration Building at Marina del Rey at least 72 hours prior to the meeting. The Board may only act on the items listed on the agenda except for a) matters where the need to act arose after the deadline for posting the agenda (determined by unanimous consent of those present or two-thirds of the entire body), or b) emergency situations where there is a threat of severe impairment to the public health and safety.
- e. The proceedings of each meeting are recorded by a staff secretary and minutes are filed with the Executive Officer and Clerk of the Board of Supervisors and in the Department's file. Transcripts of the proceedings are also filed by the Department and both are available for inspection during normal business hours.
- f. In order to assure prompt and equal consideration, all submittals to the Board must be made through the Department of Small-Craft Beaches and Harbors.

Staff Personnel: Leonard-W.-Shortland, Chief
Lawrence N. Charness

Betty-DeSatnik Jan Scherb
Secretary

* * * * *

REVISED
PERMANENT SIGN CONTROLS
AND
REGULATIONS

MARINA DEL REY SMALL CRAFT HARBOR

DESIGN CONTROL BOARD

**Department of Beaches and Harbors
County of Los Angeles, California**

Revised September 16, 1971

MARINA DEL REY - PERMANENT SIGN CONTROLS AND REGULATIONS

Note: These regulations supersede those dated May 20, 1965
and amendment thereto, dated September 16, 1965.

1. Intent

Recognizing that each business entity within the harbor needs and desires identification for the benefit of patrons, tenants, and visitors, and at the same time desirous of establishing and maintaining a high level of architectural and environmental decor, the Department and the Design Control Board have determined that the following criteria will best serve the interests of all concerned. Essentially, it is felt that the attractive nature of structures and grounds and the activities evident thereat should constitute ample indication of the function and service of each leasehold. The Department will arrange for the design and installation of (1) signs at major entrances to the Marina which will identify the harbor; (2) a central directory sign which will identify and locate all leased premises by name and function; and (3) smaller, supplementary directories at the entrance to each mole which will identify the principal entities occupying public and leased premises thereon. Thus, signs are needed on leased premises for the limited purpose of identifying the leasehold, the names of principal sublessees serving the public, and the general nature of the services or products offered. Advertising, in the sense of competing for business should be accomplished by available media other than signs or devices within the harbor.

2. Administration

- a. Prior to the installation of any sign, other than small informational-directional signs, the design shall be submitted for approval by the Design Control Board, and a building permit must be issued by the County Engineer.
- b. For Design Control Board approval, twelve (12*) sets of the appropriate drawings and specifications data (may consist of notes or drawings) shall be filed with the Department not less than fourteen (14*) days prior to the next scheduled meeting of Design Control Board (normally the third Thursday of each month). Plans must clearly delineate the location and orientation on the premises of the signs submitted for consideration, their respective size, conformation, materials, structure and framing method and mechanics of lighting, including location and alignment of electrical service, together with complete depiction of proposed art work, lettering, and other embellishment, with color scheme. With respect to the latter, it is recommended that an architectural rendering of the signs, in color, be made available for display at the Design Control Board meeting. One set of approved plans will be forwarded to the Division of Building and Safety, as advice of such approval; two or more sets will be returned to the Lessee.

**Revised March 30, 2003*

- c. Two (2) sets of drawings identical to those approved by the Department, together with appropriate structural computations, shall be filed by the Lessee or his agent with the Building and Safety District Office, 24320 S. Narbonne Avenue, Lomita, California 90717, (310) 534-3760, for review of compliance with Building Code requirements and for issuance of building permit.
- d. All signs adjacent to dedicated public streets and highways are subject to requirements of the State Outdoor Advertising Act (Chapter 2, Division 3, Business and Professions Code) enacted as Chap. 32 Statutes of 1939.

3. **Definitions**

- a. **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 available services and/or products, or for giving instructions and/or directions.
 - (1) **Advertising signs** - those which direct attention to the goods or services sold, leased, rented, or otherwise provided and made available, which shall include the name of the leasehold premises and may include names of subtenancies located thereon.
 - (2) **Directional signs** - those which direct to or identify offices, restrooms, shops and stores, parking, entrances, exits, dock gangways, etc.
 - (3) **Identification signs** - those which present only the name of the premises and/or business entity.
 - (4) **Freestanding signs** - those which are mounted on a post or similar structure, detached from any building.
 - (5) **Multi-face signs** - those having more than one face, each of which fronts in a different direction.
 - (6) **Permanent signs** - those of substantial, durable materials and finishes intended for long-term use.
 - (7) **Temporary signs** - those intended for short duration, normally during planning and construction phase of development.
 - (8) **Waterfront signs** - those which are oriented to the water side of the premises particularly, as opposed to those oriented to adjacent streets.
- b. **Sign area** - shall be the sum of the areas enclosed within parallelograms drawn around each letter and/or pictorial or architectural embellishment. Where letters or embellishments are connected, as in script writing, the parallelograms shall encompass each group so connected. Where a frame or backing for the letters, embellishments, etc., constitutes an integral part of the sign, the total area enclosed

shall be considered.

- c. **Facade** - the exterior wall of a building exclusive of projecting signs, columns, pilasters, canopies, marquees, decorations, or the like.
- d. **Parapet** - that portion of the exterior wall of a building occurring above the roof.
- e. **Marquee** - a rigid canopy extending outwards from building facade, generally over main entrance or along principal facade.

4. PERMITTED PERMANENT SIGNS:

LOCATION	TYPE	MAX. QUANTITY	RESTRICTIONS
Building facade or marquee	Identification and/or advertising	1 per independent business entity on each noncontiguous street front and/or water front facade	Size and quantity must be compatible with scale of structure as determined by the Design Control Board.
Freestanding column or tower structure on premises	Identification plus optional advertising copy	1 per 5 acres of leased land area not to exceed 3 per leasehold	Max. panel dimensions: width - 8', height - 12' (total - 96 s.f.). Top of structure may not extend more than 24' above grade. If within 30' of a driveway, bottom of panel must be up 10' above driveway, for safe view by drivers. See Note 2 re exceptions.
Outer face of ornamental garden walls at or near street front property line	Identification	1 per business entity at each noncontiguous street frontage	Design must be extremely dignified in character and scale and must be approved by architect responsible for design of wall on which mounted.
Vehicular entrance to leasehold	Identification of premises only but may include advice of parking restrictions	1 per entrance driveway	Maximum panel size: 6 s.f.; must be located not less than 3' from property line and oriented to obviate interference with vehicle driver's safe line of sight.
Any	Directional	As needed	Refined character; size as small as purpose permits.

NOTE:

1. Refer to General Design Criteria for recommended and/or required characteristics.
2. On large, single leaseholds housing more than 10 independent business entities, max. permitted gross panel areas (permitted quantity x 96 s.f. each) may be increased at the rate of 10 s.f., and the max. permitted height may be increased at the rate of 18 inches, for each entity in excess of 10 except that no single sign may exceed 180 s.f. panel area nor 30 ft. overall height.

5. **General Design Criteria**

a. **Size and Quantity**

- (1) Double or multi-face signs shall count as one (1) unit when computing number of signs allowed.
- (2) The area of one (1) face only shall be used in computing area of double or multi-face signs.

b. **Materials**

Signs may be fabricated of any substantial, durable material suitable to the purpose and compatible with materials employed for the finish surfaces of buildings on the premises. Metals shall be adequately coated or protected against exposure to salt water.

c. **Design**

- (1) The use of a rectangular form for sign panels is preferred; other regular geometric shapes will be considered. Where the use of a free form or stylized periphery is desired, it shall be accomplished by means of appropriate art work within a rectangular or other geometric frame.
- (2) The number of separate panels constituting a sign unit shall be kept to a minimum; the use of "sign post" concept is not considered appropriate to the intent of these regulations.
- (3) Signs advertising service of alcoholic beverages are subject to current regulations of the California Alcoholic Beverage Control Board and are limited thereby to 720 square inches (5 square feet); thus normally must be a separate panel if incorporated in freestanding sign units. Actual area of such sign shall be considered as part of the total allowable sign area.
- (4) The use of different styles or types of lettering on each sign shall be minimized; the use of "Clarendon" or "Micrograma" or combinations thereof is recommended. All signs on each leasehold shall be of consistently uniform design and colors.
- (5) Signs secured to buildings or walls shall be installed on the same plane as the surface to which attached, shall not project more than 16 inches from such surface, and shall not extend nor be mounted above the parapet or eave, whichever feature occurs at the sign location.
- (6) Where the name of the leasehold premises occurs on any sign, such name shall be given significant precedence in the arrangement and scale of the text or art work inherent in the design, regardless of the sign's status as a "standard" sign, "custom" sign, or combination of the two.

- (7) The dimensions and shape of sign panels or elements mounted on building facades or marquees shall be in good, architecturally acceptable proportion to the dimensions of the surface on which mounted. Where more than one identification, advertising, or directional sign occurs on the premises, all such of each type shall be of as nearly identical size, shape and/or scale as necessary and appropriate graphics permit.

d. **Illumination**

Lighting of signs is optional. If lit, source of illumination (bulbs, fluorescent tubes, etc.) shall not be directly exposed to view. No flashing or blinking lights will be permitted. Where visible from water areas, light sources shall be shielded to preclude any glare constituting a hazard to navigation.

e. **Maintenance**

All signs shall be kept in "like new" condition and shall be promptly restored to first class condition if damaged or otherwise marred. Copy or text employed on signs shall be kept accurate and current.

f. **Location**

All signs shall be contained within the premises to which applicable and shall be so oriented as to preclude hazardous obstruction to person and/or vision of pedestrians and/or vehicle operators. No portion of any sign shall be located within 3 feet of a mole street nor within 8 feet of other street or highway.

6. **Recommendations to Lessees**

- a. Formulate overall sign program before initiation of design of first phase of sign development.
- b. Discuss overall concept and specific sign design proposals with staff of Department prior to submission of designs for Board approval.
- c. Assure coordination of sign requirements of sublessees with leasehold requirements well in advance of firm commitments to vendors.
- d. Submit sign design proposals well in advance (14-days) of scheduled Board meetings to assure comprehensive review prior to such meeting.
- e. Do not erect or install any signs without approval of the Department and Design Control Board.

7. **Temporary Signs**

- a. Temporary signs may be authorized at the discretion of the Director on leased premises during the period of initial planning and construction. For continued use

subsequent to first 60-days of leasehold operations, justification in the form of written definition of intended permanent sign program shall be submitted to the Design Control Board for consideration and disposition.

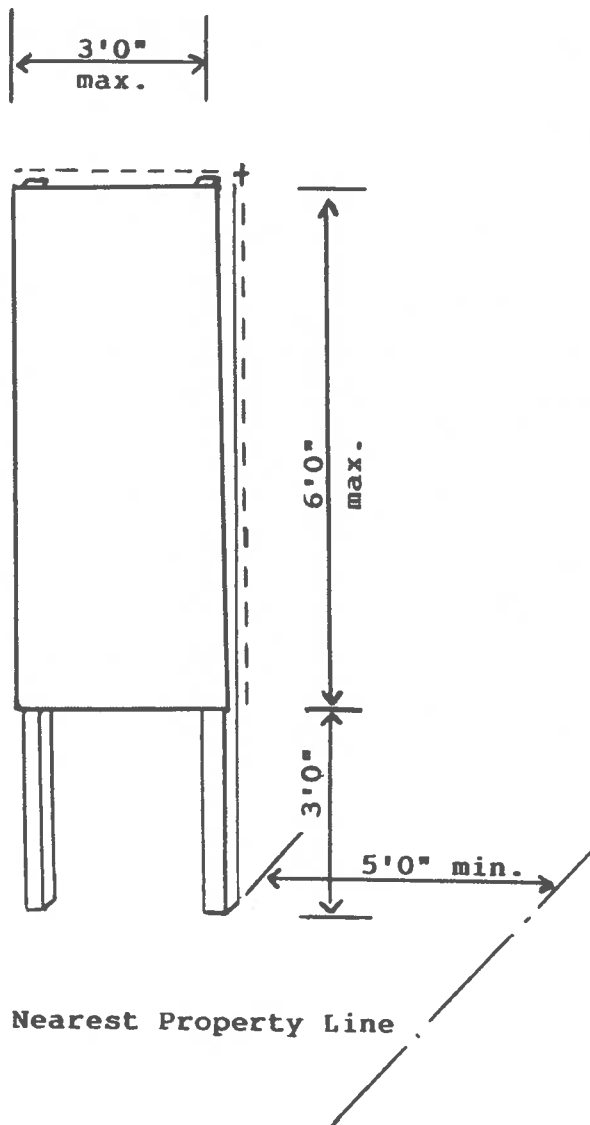
- b. Subsequent to December 31, 1966, neither temporary nor permanent signs will be permitted at locations within Marina del Rey other than the leased premises to which pertinent.

8. **Temporary Decorations**

The use of temporary flags, bunting, pennants, etc., and similar devices commonly used for "grand openings" shall be permitted without Design Control Board approval for the period commencing 10-days prior to such opening and shall be removed from sight not more than 45-days after the initial publicized or otherwise obvious opening. Similar restrictions are applicable to the use of these devices for special occasions which occur from time to time during the year, except that the removal should be effected within 7-days of the termination of such occasion or festivity.

COUNTY OF LOS ANGELES - DEPARTMENT OF BEACHES AND HARBORS

STANDARD DIMENSIONS FOR TEMPORARY SIGNS - MARINA DEL REY



NOTE:

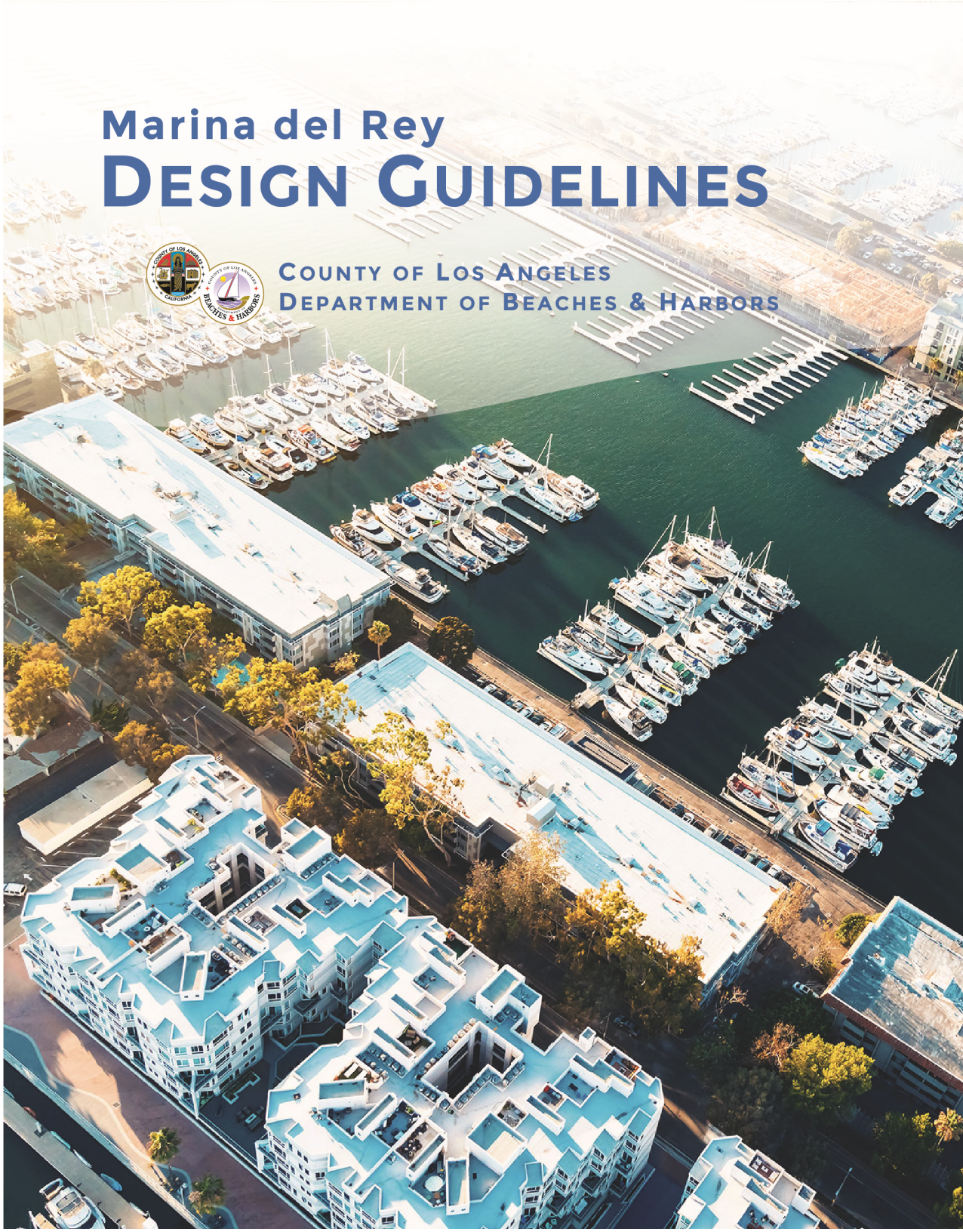
1. No sign may be sited in any manner which obstructs the safe line of sight from any vehicle driveway.
2. Sign shall be located within a landscaped planter or shall be embellished with suitable shrubbery at base.
3. Details of graphics and plant materials must be approved by Design Control Board before execution.

AMENDMENT #1 to Revised Permanent Sign Controls and Regulations Adopted July 19, 1973

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 July 20, 2022.

Design Guidelines Prepared by:

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Acknowledgments:

MARINA DEL REY DESIGN CONTROL BOARD
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Tony Wong, P.E., Fifth District

TABLE OF CONTENTS

I. INTRODUCTION	5
II. PLACEMAKING & WAYFINDING	12
PLACEMAKING ELEMENTS	14
WAYFINDING SIGNAGE	14
PUBLIC ART	15
III. STREETSCAPES	21
SIDEWALKS	23
CROSSWALKS	23
BIKE LANES	23
LANDSCAPING	23
PUBLIC ART	23
LIGHTING	23
PARKWAYS	24
MOLE ROADS	24
WATERFRONT RESIDENTIAL ROADS	25
IV. PUBLIC PROMENADE & WATERFRONT	28
PAVING	30
OVERLOOKS	30
WATERBUS LANDINGS	30
WATERFRONT ACCESSWAYS	31
LAND-WATER INTERFACE	31
RAILING & GATES	31
FURNISHINGS	31
LANDSCAPING	31
LIGHTING	32
SIGNAGE	32

V. SITE	39
GENERAL SITE DESIGN	40
COURTYARD & PLAZAS	40
BOATER AMENITIES	41
PEDESTRIAN AMENITIES	41
BICYCLE AMENITIES	41
MOBILITY	41
PARKING FACILITIES	42
FURNISHINGS	42
WATER FEATURES	43
PUBLIC ART	43
FENCING	43
PAVING	43
LANDSCAPING	43
LIGHTING	44
SIGNAGE	45
INTERPRETIVE ELEMENTS	45
MATERIALS	46
SERVICE AREAS AND UTILITIES	46
MECHANICAL	46
VI. BUILDING	55
GENERAL BUILDING CHARACTER	56
GROUND FLOOR	57
UPPER FLOORS	57
ROOFS	58
WINDOWS AND DOORS	58
HEIGHT, MASSING, AND SCALE	58
LIGHTING	59
VII. ACTIVITY DISTRICTS	63
MARINA BEACH	65
VISITOR'S ROW (ADMIRALTY WAY AREA)	65
BOATER'S WAY (FIJI WAY AREA)	65

VIII. PARKS	66
BOATER AMENITIES	68
BICYCLE AMENITIES	68
PAVING	68
FURNISHINGS	68
WATER FEATURES	69
LANDSCAPING	69
SIGNAGE	69
 IX. GLOSSARY.....	 75
 X. INDEX.....	 78
IMPLEMENTATION ACTIONS	78
CLEAN MARINAS.....	78
SUSTAINABILITY	79

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.

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.

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.

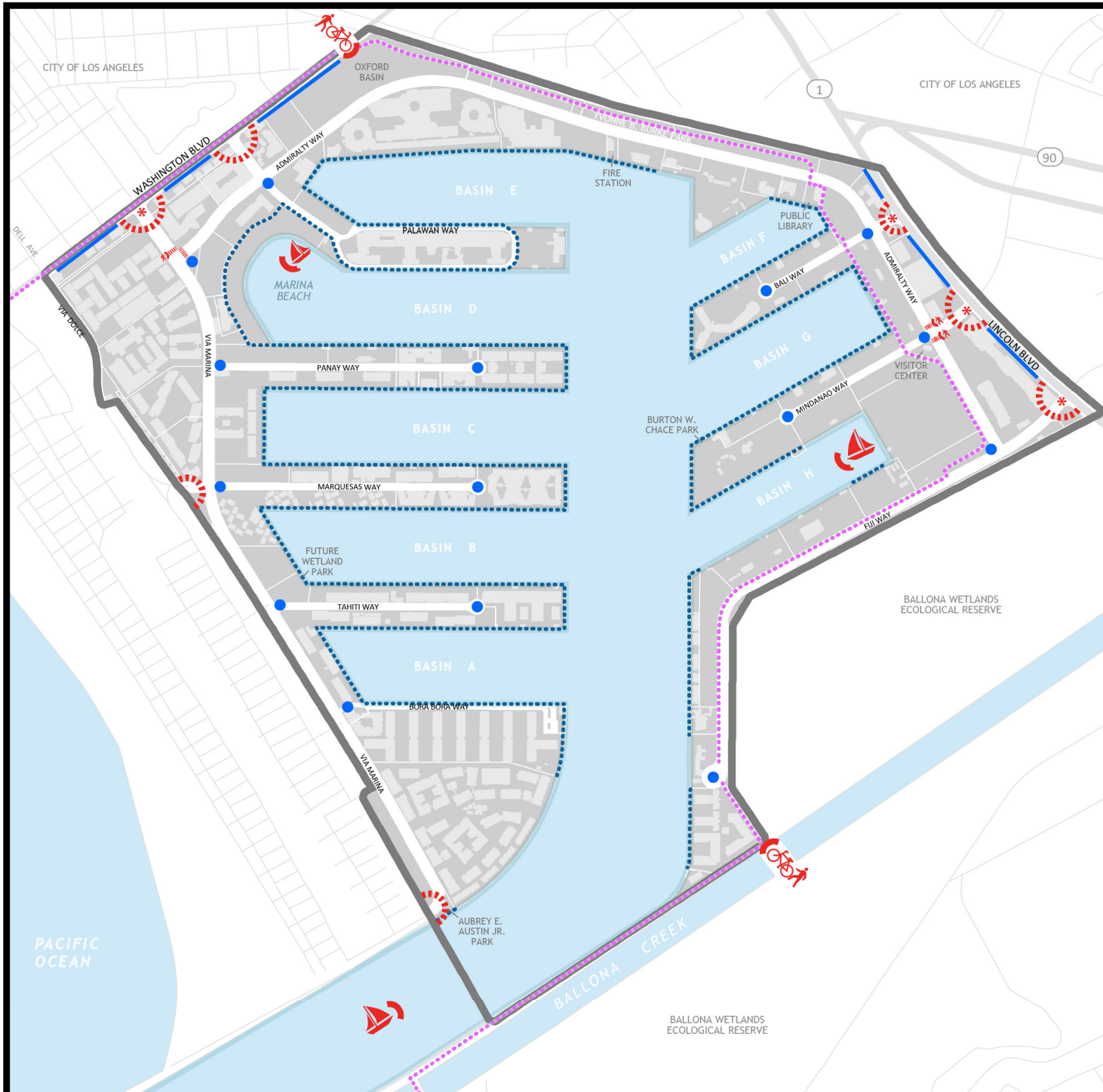
A primary goal of these guidelines is to enhance the visitor experience. To do this, Marina del Rey needs to be easily recognizable and navigable. Placemaking and wayfinding devices should be implemented to create a distinct sense of place within the community, to create awareness around community features,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

PLACEMAKING ELEMENTS

- DG.1 Develop a Marina-wide 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.
- 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.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.8 Develop a comprehensive Marina-wide wayfinding sign program that is oriented to all Marina users (motorists, pedestrians, cyclists, and boaters). **IA**
- 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.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.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.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.13 Provide directional signage along the public promenade to identify key points of interest along the waterfront.
- 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.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.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.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.18 Incorporate public art into public spaces, at both County and private leasehold properties.
- DG.19 Public art should incorporate nautical, marine, and/or water themes to complement the Marina's waterfront setting.
- DG.20 Provide temporary or permanent art installations and exhibits in outdoor public spaces and on Harbor waters.
- 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



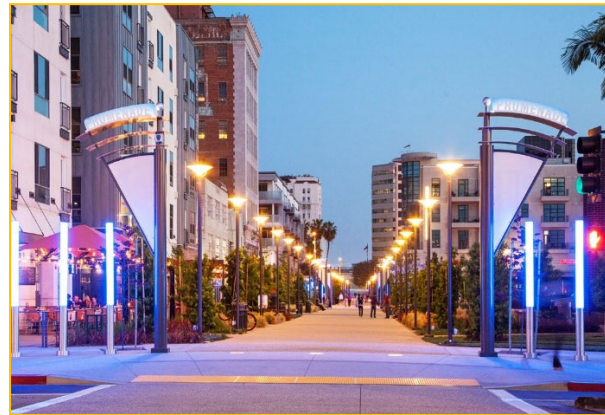
Gateway, Redondo Beach



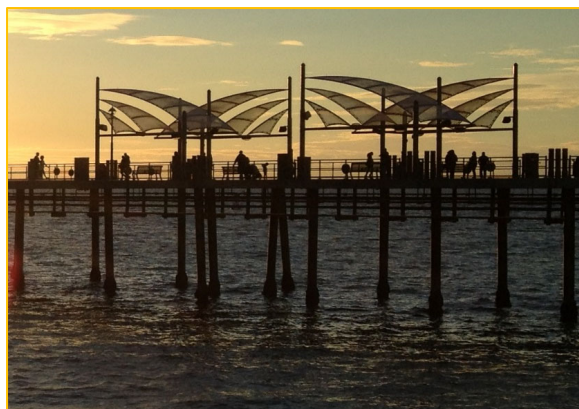
Airport Gateway, Los Angeles



Grand Park Gateway, Los Angeles



Pedestrian Gateway, Long Beach



Redondo Pier, Redondo Beach



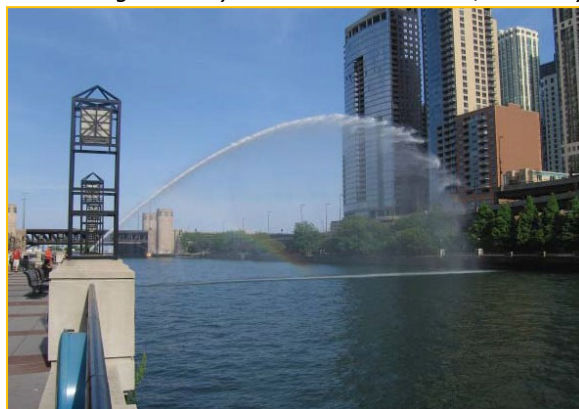
Community Marker – Pismo Beach



Boating Gateway - Lindau am Bodensee, Germany



Community Marker, Playa Vista



Boating Gateway, Chicago



Pedestrian Gateway, City of Santa Monica



Community Marker/District Signage



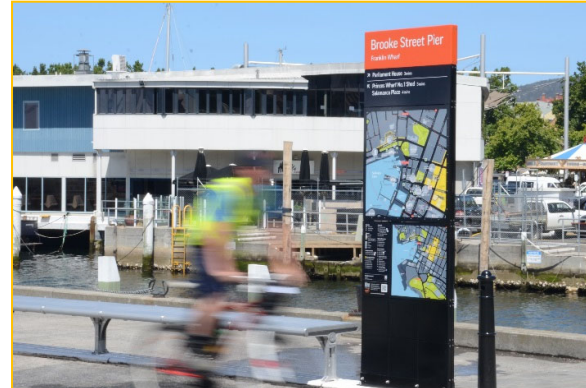
Community Marker, Culver City



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



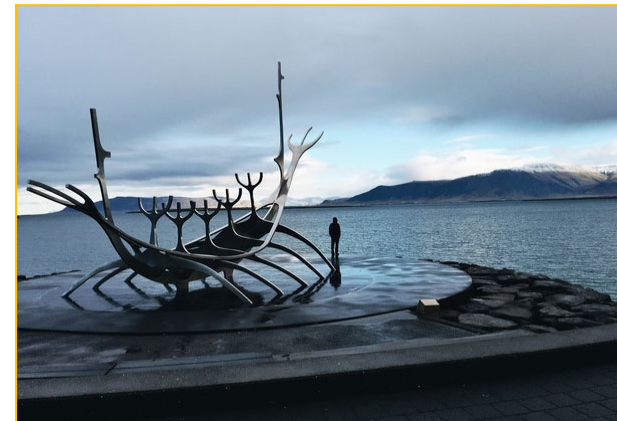
Wayfinding signage - Traverse City, Michigan



"Voyage" (temporary installation) - Scottsdale, Arizona



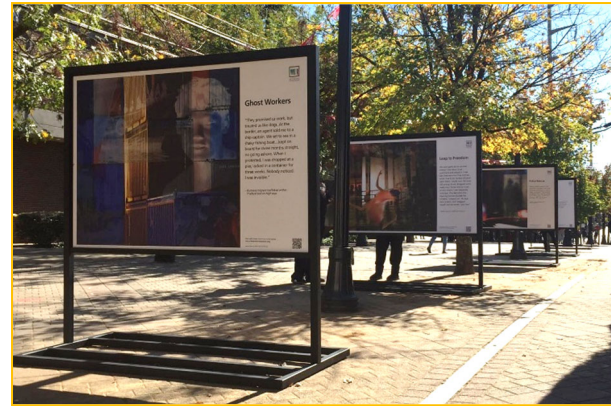
Interpretive Signage, San Diego



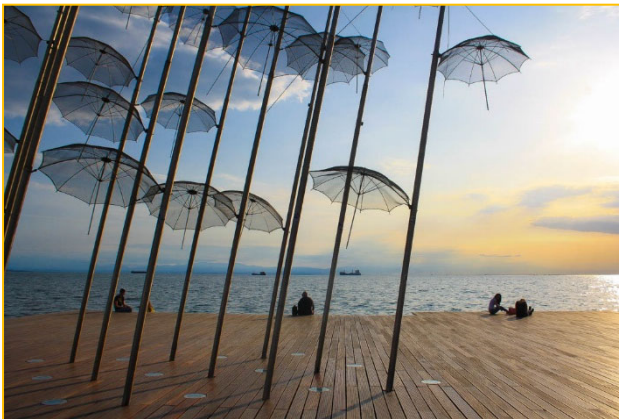
"Sun Voyager" - Reykjavik, Iceland



"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.22 Provide a planting strip between the sidewalk and travel lanes to buffer pedestrians from moving vehicles.
- 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.24 Use accent paving or painted asphalt to distinguish crosswalks. Accent paving design should be consistent throughout the community.

BIKE LANES

- 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.26 Use accent paving or painted asphalt, and signage to distinguish bicycle crossings.

LANDSCAPING

- DG.27 Develop a Marina-wide streetscape planting manual. **IA**
- DG.28 All new streetscape landscaping should be consistent with the tree and ground cover plant palette contained in the manual.
- DG.29 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 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 44-45.

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.32 Future leasehold redevelopment projects are required to provide a minimum 8-foot wide sidewalk along parkways.
- 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.34 Plant large trees in medians and parkways at regular intervals.
- DG.35 Provide shade with free-standing trellises, shade structures, or trees along the sidewalk and at seating areas.
- 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.37 Future leasehold redevelopment projects are required to provide a minimum 5-foot wide sidewalk along mole roads.
- 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.39 Plant small and medium evergreen and flowering trees (15'-40' tall) in an informal pattern and intervals.
- 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.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.42 Promenade landscaping should be limited to low level plantings or planters located along the street edge, to provide a buffer for pedestrians.
- 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

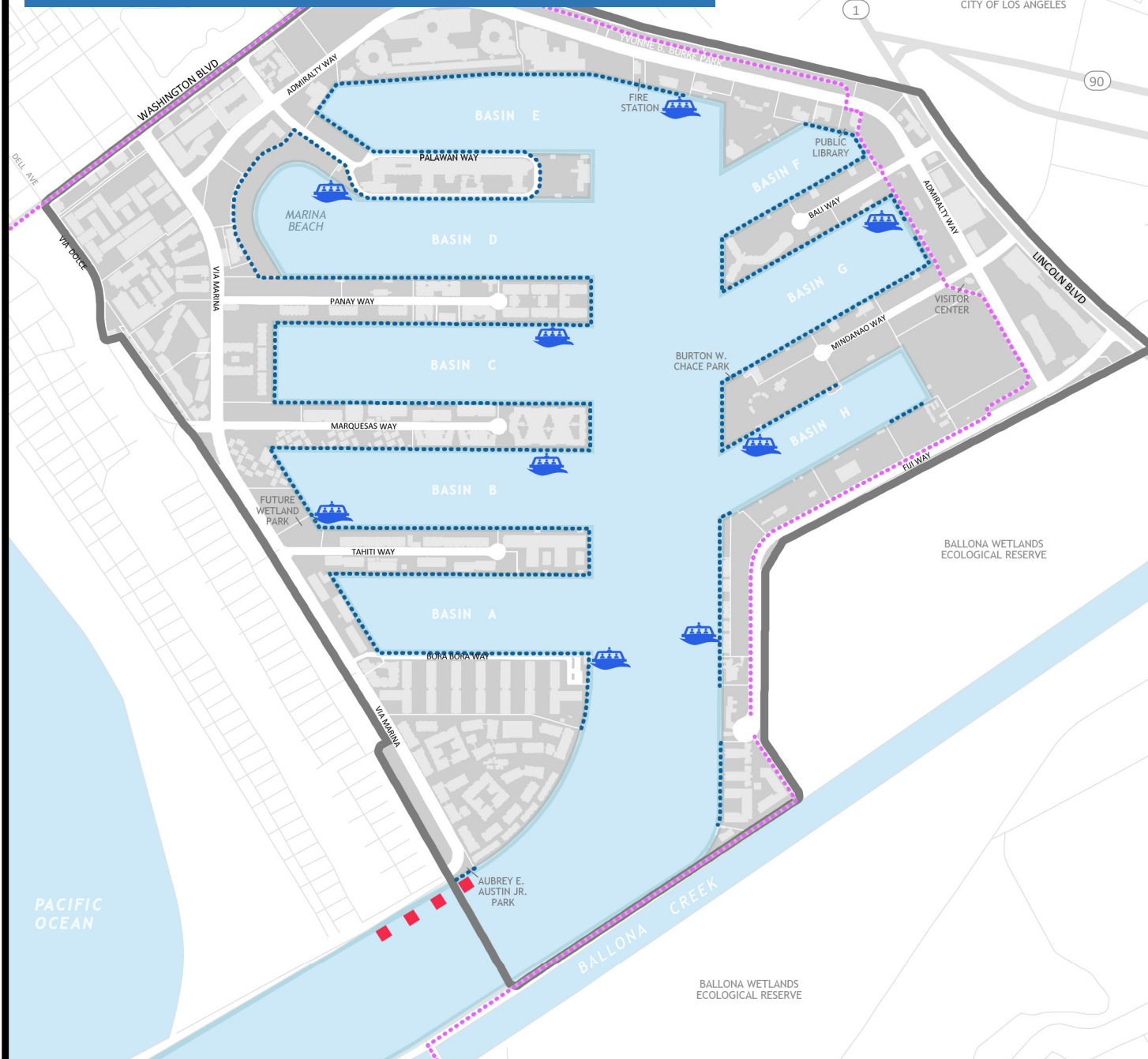
IV. PUBLIC PROMENADE & WATERFRONT

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

COMMUNITY-WIDE GUIDELINES



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

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.44 Design a visually stimulating public promenade that complements the leasehold's architecture and transitions smoothly to the neighboring leaseholds' promenade.
- 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.

- 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, 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 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 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.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.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.73 Identify the promenade with signage that is consistent with the community's branded identity.
- 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



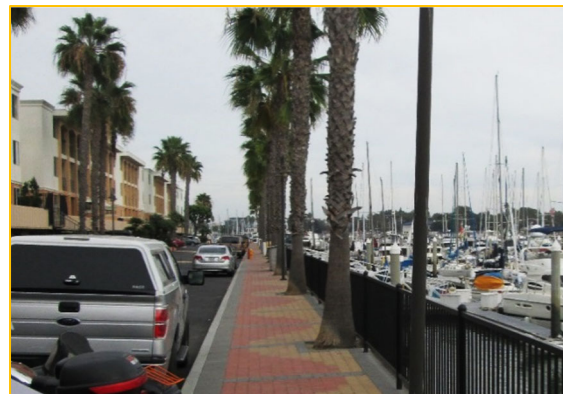
Waterfront Promenade - Oslo, Norway



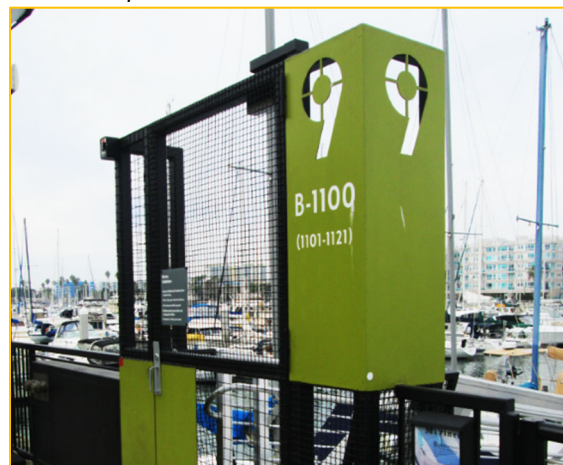
Paving Design



Waterfront Walkway - Paprocany Lake, Poland



Palm trees planted too close to the seawall



Dock Gate, Marina del Rey



Promenade Wayfinding Signage, Marina del Rey



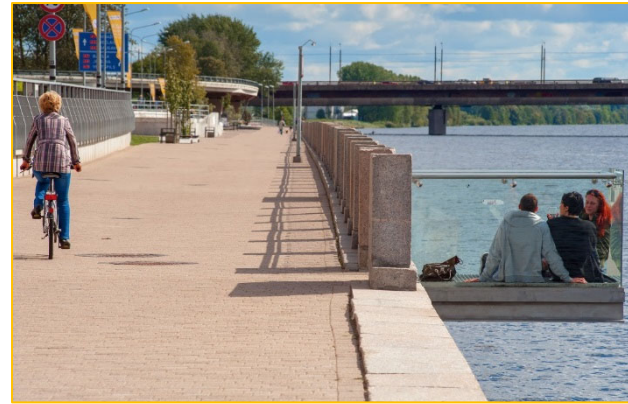
Contemporary Bollard Lighting



Tide Point - Baltimore, Maryland



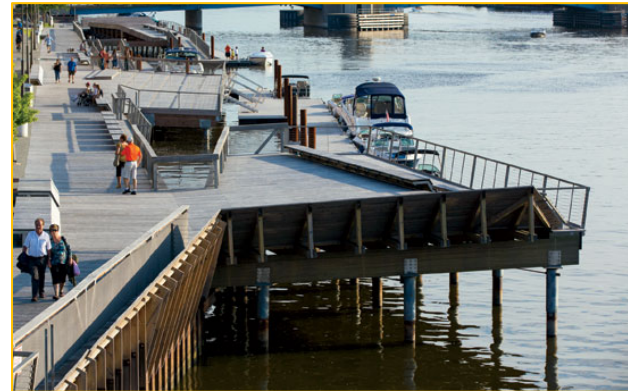
Marina Bay Waterfront Promenade - Singapore



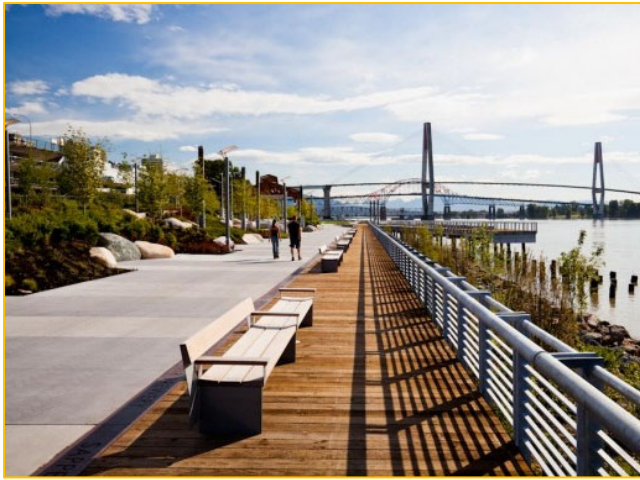
Daugava Waterfront Promenade - Rīga, Latvia



Esplanade Boardwalk - Cairns, Australia



The City Deck - Green Bay, Wisconsin



Westminster Pier Park, British Columbia



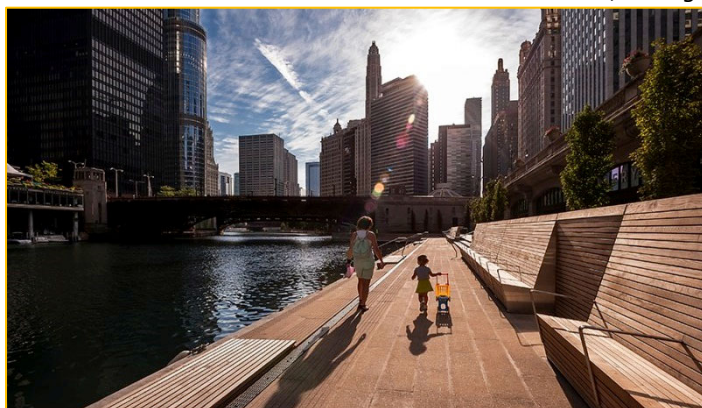
North Embarcadero Waterfront Park, San Diego



Tom McCall Waterfront Park, Portland



Marina Plaza, Chicago



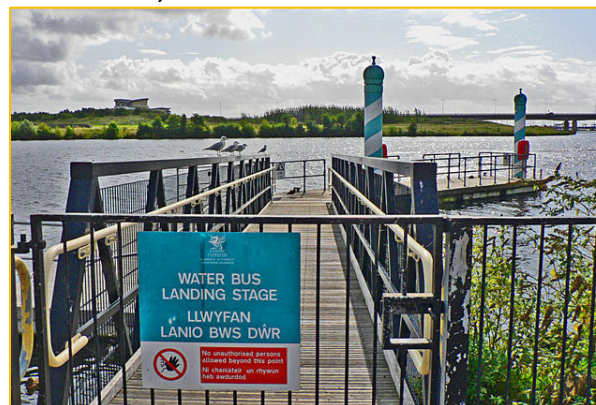
ADA Accessible Seating - Marina Plaza, Chicago



The Cove, Chicago



Marina del Rey WaterBus



Water Bus Landing, Cardiff, United Kingdom



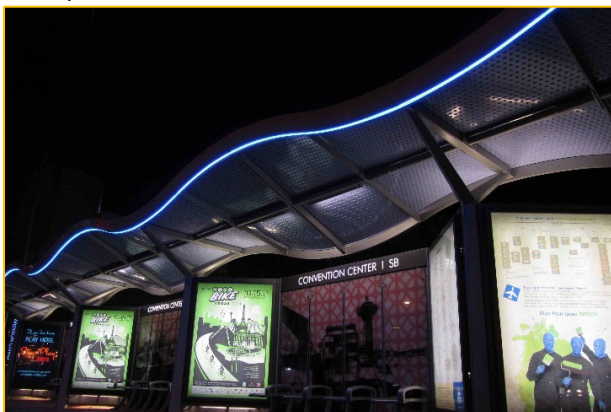
Metro Station Landmark, Los Angeles



Kelp Forest Shade Structures - Auckland, New Zealand



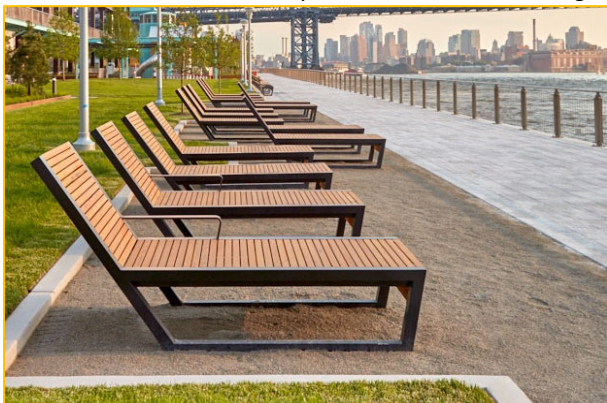
Tide Point Promenade - Baltimore, Maryland



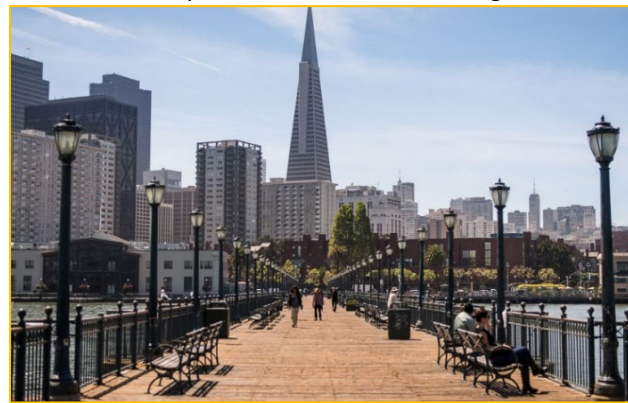
Bus Stop Shade Structure, Las Vegas



Public Art - Blackpool Promenade, United Kingdom



Domino Park - Brooklyn, New York



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.75 Separate building masses with open spaces, view corridors, and pedestrian paths and plazas.
- 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.77 Integrate views of boating activities into development, to improve the perception of the Marina as a functioning harbor.
- DG.78 Ensure sensitivity of existing and future development to the physical and visual relationship to the waterfront.
- 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.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.81 Introduce a greater mix of compatible uses, particularly near the waterfront, to create a better sense of place.
- DG.82 Detached structures, such as trellises, gazebos, and awnings, should blend and integrate into the overall project design and character.
- 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.84 Encourage LEED Gold or equivalent for buildings over 10,000 square feet. **S**
- 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.86 Develop design strategies to maximize energy efficiency, water capture, and re-use. **S**
- DG.87 Utilize rainwater and other non-potable water sources in buildings and landscapes. **S**

COURTYARDS AND PLAZAS

- 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.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.90 Size the courtyard or plaza to relate to the scale and character of the project and its surroundings.
- 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.92 Provide high quality boater-dedicated facilities.
- DG.93 Provide short-term visitor/dinghy docks at visitor- and civic locations such as restaurants, shops, and the library. **C P**
- DG.94 Enhance non-motorized boating infrastructure such as parking, restrooms, rinse areas, and storage. **P**
- 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.96 Provide visible and fully accessible, ground level, ADA-compliant pedestrian connections from the public street and parking facilities to the public promenade.
- DG.97 Provide public gathering spaces to offer overlook opportunities to both the interior and exterior of the development.

- DG.98 Encourage ground floor uses such as outdoor dining to promote pedestrian activity adjacent to walkways and the public promenade. **C**
- DG.99 Design recreation and play areas within residential developments. **R**

BICYCLE AMENITIES

- 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.102 Provide bicycle repair stations to encourage alternative transportation modes, especially near mobility hubs and bicycle paths. [Public]
- 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.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.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.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.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.108 Separate parking areas from buildings with walkways, plazas and landscaping.
- 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.110 Encourage joint-use parking facilities.
- DG.111 Allow the use of large parking lots for special events or festivals. **C P**
- 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.113 Clearly identify parking for visitor, residents, and service vehicles. **R**
- 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.115 Parking facilities should include posted public information, including maps and other wayfinding signs and resources.
- DG.116 Enhance the pavement in surface parking with special accent paving to delineate pedestrian walkways.
- 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.118 Provide loading zones for moving vans for residents. **R**

FURNISHINGS

- 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.120 Furnishings should be sited so as not to obstruct ADA access.
- DG.121 Furnishings should be contemporary in design, and complement the surrounding architecture, fencing, railing, and light fixtures.
- DG.122 All waste receptacles should be covered and designed to resist scavenging animals. **CM**

WATER FEATURES

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

FENCING

- DG.125 Design walls and fences that are compatible with on-site and surrounding architecture.
- DG.126 Use transparent walls or open fencing adjacent to street frontages, promenades, open spaces, and waterfront areas.
- DG.127 Incorporate pedestrian-scaled low height (e.g. 42" maximum) decorative walls and fencing to distinguish boundaries between public and private spaces.
- DG.128 Use screens that mix structural materials with plantings to achieve a "green screen" effect.

PAVING

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

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

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

- DG.133 Use pervious paving materials. **S**

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

LANDSCAPING

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

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

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

- DG.140 Use non-invasive, drought-tolerant plant species that are also coastal and/or salt tolerant. 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.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.142 Provide water efficient landscape irrigation and mulching systems to reduce water use. **S**
- DG.143 Provide landscaping with adequate ground cover or mulch to protect the soil. **S**
- DG.144 Design landscapes to absorb run-off from adjacent impervious areas. **S**
- DG.145 Minimize use or eliminate high-maintenance turf and hedges. **S**
- DG.146 Adequate soils testing and recommendations from a soil lab are recommended to enhance sustainable landscape and site design. **S**
- 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.148 Utilize landscaping to screen visually obtrusive elements such as utilities, parking lots, fencing, etc.
- DG.149 Landscaping should be placed and maintained so as not to obstruct traffic sight-distance.
- DG.150 Design landscaping to integrate with adjacent leasehold plantings.

- DG.151 Whenever possible, retain and preserve existing mature trees of appropriate species that are in healthy condition.
- 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.153 Use canopy trees to provide shade for walkways and parking lots.
- 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.156 Trees should be replaced in accordance with the Marina del Rey Local Coastal Program.

LIGHTING

- DG.157 Provide well-lit pedestrian walkways, promenades, and bicycle paths, to enhance pedestrian and cyclist safety.
- DG.158 Use light fixtures that are architecturally compatible and express the unique character of the project.
- 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.160 Provide pedestrian scaled lighting such as light poles (12'-16' high) and illuminated bollards along sidewalks and multi-use paths.
- 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.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.165 Freestanding business identification monument signs should use similar materials and finishes, and should reflect the design and architectural style of the existing development on-site.
- DG.166 Freestanding business identification signs should not be mounted to posts or poles.
- 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.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.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.170 Interpretive signage should be consistent in look and feel to the Marina-wide wayfinding signage.
- DG.171 Provide a variety of ADA-compliant freestanding kiosks with interpretive graphics and wall mounted graphics.
- DG.172 Provide interactive or hands-on exhibits that promote science literacy.
- DG.173 Use wind, water, or sun activated sculptural elements to highlight natural elements.
- DG.174 Incorporate poems, lyrics, quotes, and emblematic words discretely in paving using embedded metal letters, metal plaques, etching or sandblasting.
- DG.175 Use patterns, symbols, or sculptures into each fountain that connect with local natural, cultural, or maritime history.
- 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.178 Highlight topics relevant to the Marina such as history, wildlife, water quality, etc.

MATERIALS

- 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.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.181 Discourage service areas or utilities visible from the waterfront and promenade.
- DG.182 Locate service areas away from adjacent residential uses to minimize noise. **C P**
- 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.184 Ensure height of walls are sufficient to screen items stored within.

- DG.185 Screen service areas and secured or restricted access locations.
- DG.186 Provide signage for all loading and service areas that is clearly visible by service personnel.
- DG.187 All enclosures and trellises should be constructed of high-quality materials (concrete, masonry, steel, etc.) and be aesthetically compatible with the project. **C P**
- DG.188 Encourage the installation of utilities underground.
- DG.189 Locate satellite dishes or wireless telecommunication facilities in unobtrusive locations and/or surrounded by walls to minimize their visual impact.
- DG.190 Screen and buffer antennas and on-site transformers from any public street views.

MECHANICAL

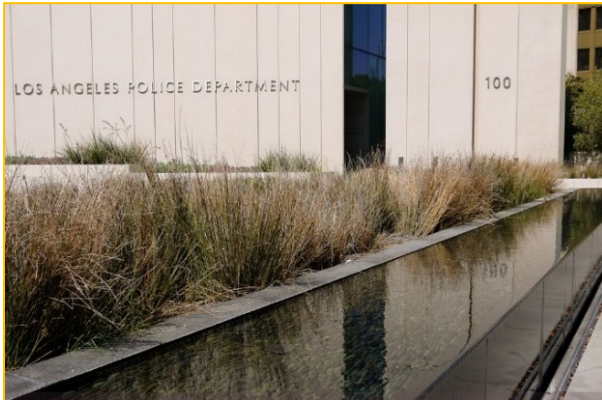
- DG.191 Mount electrical equipment on the interior of a building shielded from public view, wherever practical.
- DG.192 Locate mechanical equipment in areas not directly visible from the street or promenade.
- DG.193 Treat mechanical equipment as a unique design feature using quality materials or blending with the architecture.
- DG.194 Locate and enclose roof top mechanical equipment away from residential uses to minimize noise. **C P**



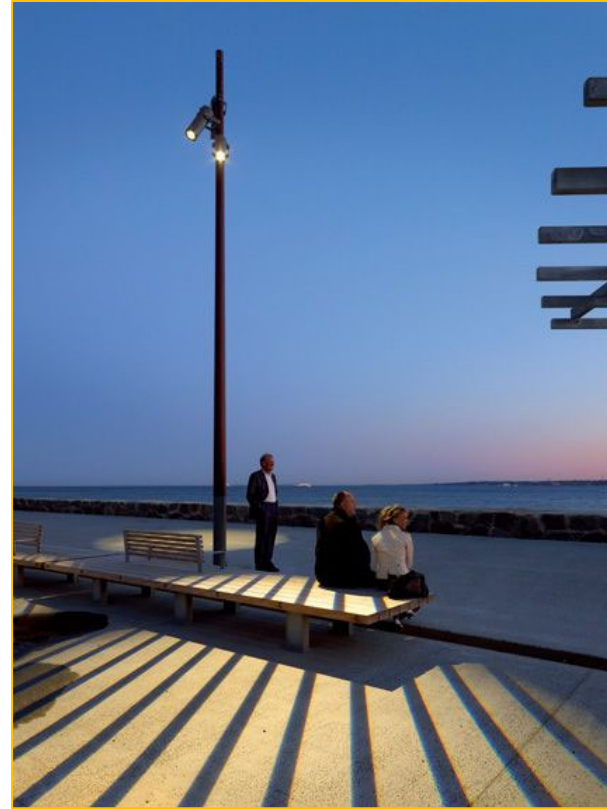
Water Street Plaza, New York City



The Reserve, Playa Vista



Water-efficient fountain, Los Angeles



Architecturally Compatible Lighting



Drought-tolerant Landscaping



Pedestrian-oriented bollard lights



Pedestrian-scale Lighting



Recessed Lighting



Interpretive Element, Maryland



Interpretive Signage, Los Angeles



Interpretive Signage, Marina del Rey



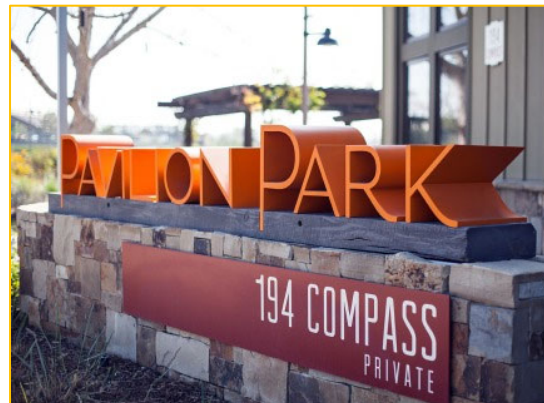
Interpretive Element, Portland



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



Defined pedestrian access to promenade



Entry Landscaping, Marina del Rey



Permeable Paving



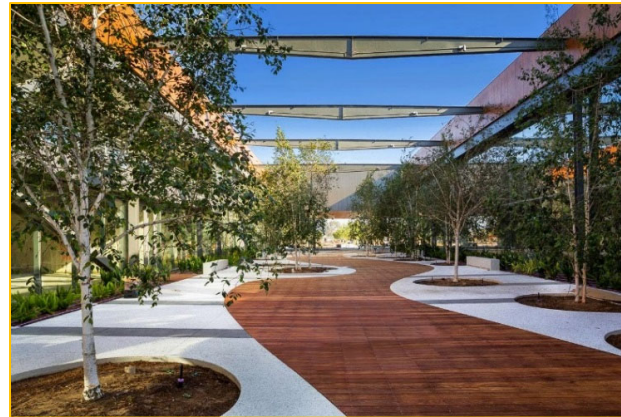
Decorative Screen



Fire lane landscaping, Marina del Rey



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



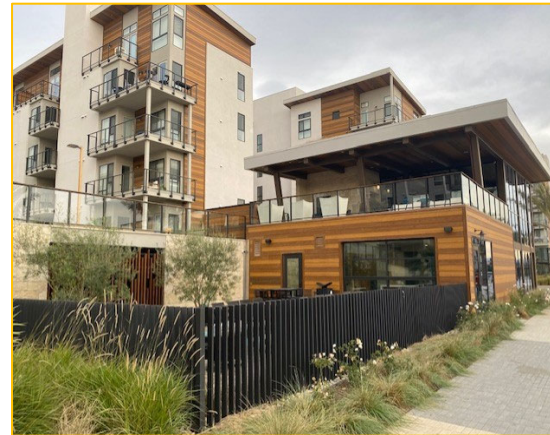
Fishing line recycling container



Trash and Recycling Receptacles



Vinyl screened utilities, Marina del Rey



Pedestrian height low-scale fencing, Marina del Rey



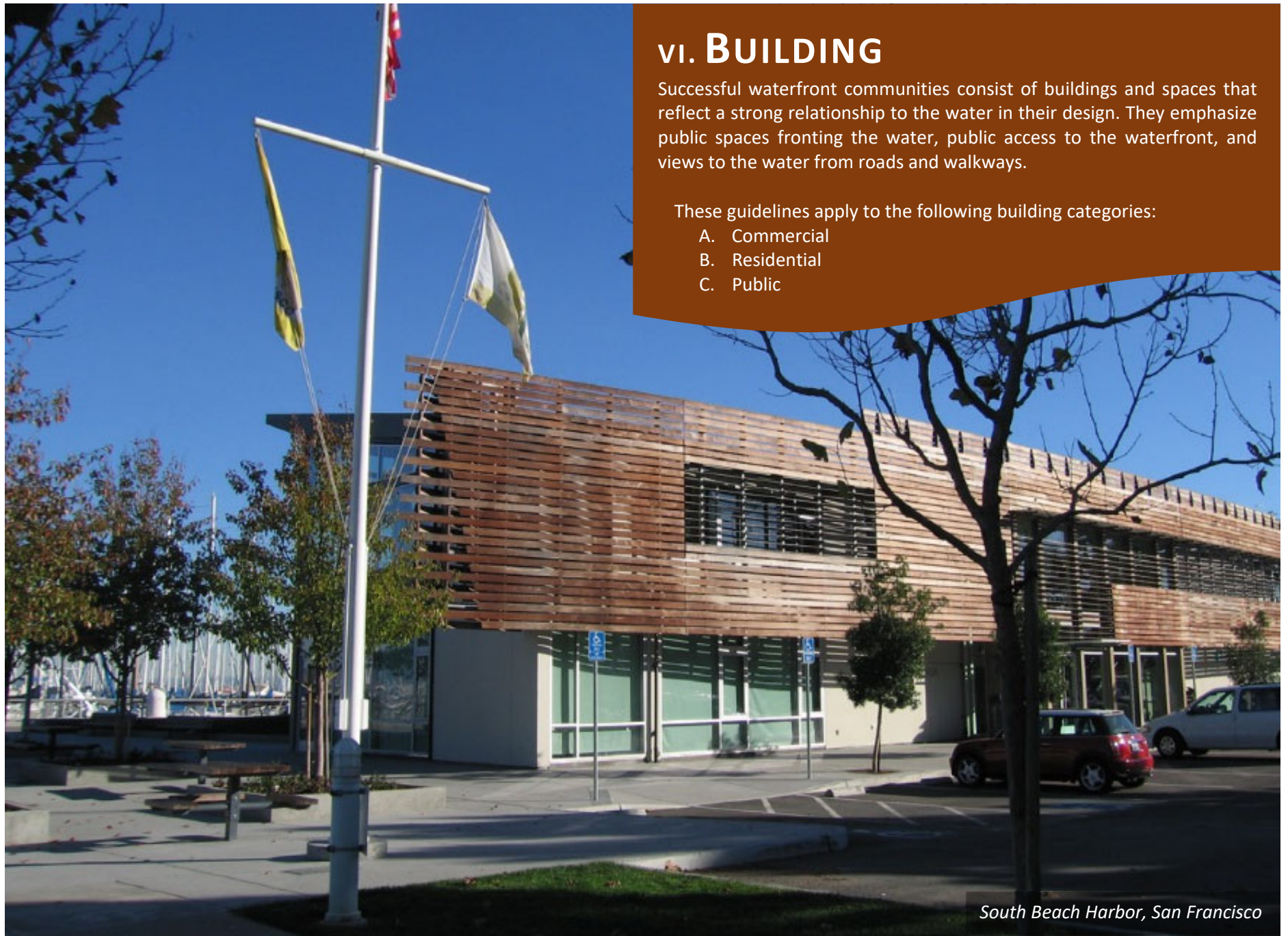
Trellis shade structure, Marina del Rey

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.195 Encourage creative, high quality architecture that elicits strong visual interest, especially for buildings that are visible from the water or street.
- 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.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.199 Incorporate awnings and canopies onto sides of buildings adjoining pedestrian walkways and at building access points.
- DG.200 Buildings should step down to the water’s edge and street environment.
- 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.202 Use a variety of high quality building materials and façade treatments. Plain stucco or similar plaster material should be avoided.
- 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.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.205 Building placement and design shall avoid long, continuous blocking of water views.
- DG.206 Design building exteriors to provide 360° project appeal.
- DG.207 Articulate all building exteriors with elements such as set back wall planes, stepbacks and variation in building heights.
- DG.208 Adhere to bird-safe building design as described in the LCP.

S

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

DG.210 Incorporate large amounts of visually transparent materials.


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

GROUND FLOOR

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

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

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


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

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

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. 

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

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

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

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

UPPER FLOORS

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

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.228 Emphasize vertical planes or horizontal planes of the building with different materials or colors.
- DG.229 Orient buildings, balconies and decks to maximize views while preserving adjacent privacy. **R**
- DG.230 Provide viewing opportunities of green roofs for visual interest. **P**

ROOFS

- 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.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.234 Activate rooftops with view decks, parks, or gardens.
- DG.235 Camouflage or screen all roof-mounted equipment.

WINDOWS AND DOORS

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

- DG.238 Size and locate doors and windows to relate to the scale and proportions of the building wall facades.
- DG.239 Articulate the fenestrations on upper floors with visible recesses, projections, shading devices or balconies.
- DG.240 Use glass that does not create glare nor is highly reflective.
- DG.241 Use accent trim, cornices or creative window arrangements.
- DG.242 Incorporate window design that allows for visual access into the ground floor and lower floors of buildings.

HEIGHT, MASSING, AND SCALE

- 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.244 Avoid large block style buildings. Reduce massing and help transition to adjacent projects by incorporating stepbacks in upper stories.
- DG.245 Provide transparency into the buildings.
- DG.246 Reduce scale by providing variation to wall planes, using pop-outs, angle changes, horizontal or vertical changes and unique roof treatments.
- DG.247 Treat the top of stepbacks with balconies, atriums, roof gardens, or interesting roof textures.
- DG.248 Provide exterior relief or texture by using a combination of balconies, overhangs, awnings or arcades.

- 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.250 Design building heights to be comparable to existing buildings both adjacent to the project site and in the general vicinity.
- DG.251 Encourage taller building design in areas with a pattern of existing taller buildings.
- 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.253 Maintain lower building heights to preserve coastal visual resources identified in the LCP.
- DG.254 Design buildings that minimize shadows on adjacent existing or proposed open space, recreational areas, and view corridors.
- DG.255 Building heights should be human-scale when adjacent to pedestrian walkways.
- DG.256 Design tall buildings to have a human-scaled 3-story base, a stepped midsection, and a stepped tower.
- DG.257 Design building masses to protect against a wind tunnel effect, or blocking wind for boaters.

LIGHTING

- DG.258 Integrate lighting fixtures into the building's exterior composition.
- DG.259 Use light fixtures that are true to the architectural style and are of quality materials.
- 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



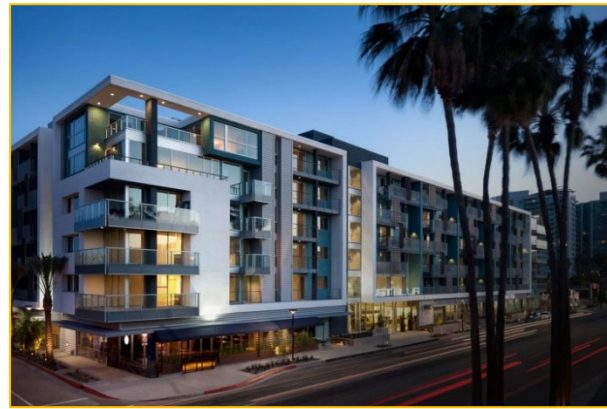
Columbia River Maritime Museum, Astoria



St. Stephen's Episcopal Church - Tiburon, California



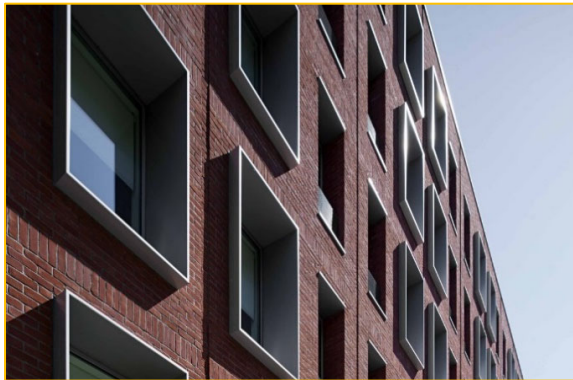
Runway, Playa Vista



Stella Apartments, Los Angeles



Cinemark, Playa Vista



The Hegeman, Brooklyn



Green roof - Art Center College of Design, Pasadena



Exterior relief and texture



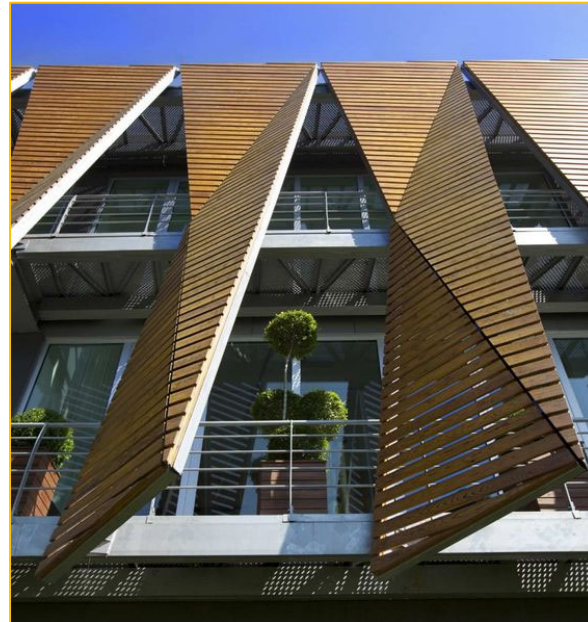
Integrated lighting in building exterior



Doma Lofts, San Diego



Individual street entrances, Marina del Rey



Timber screen façade treatment

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



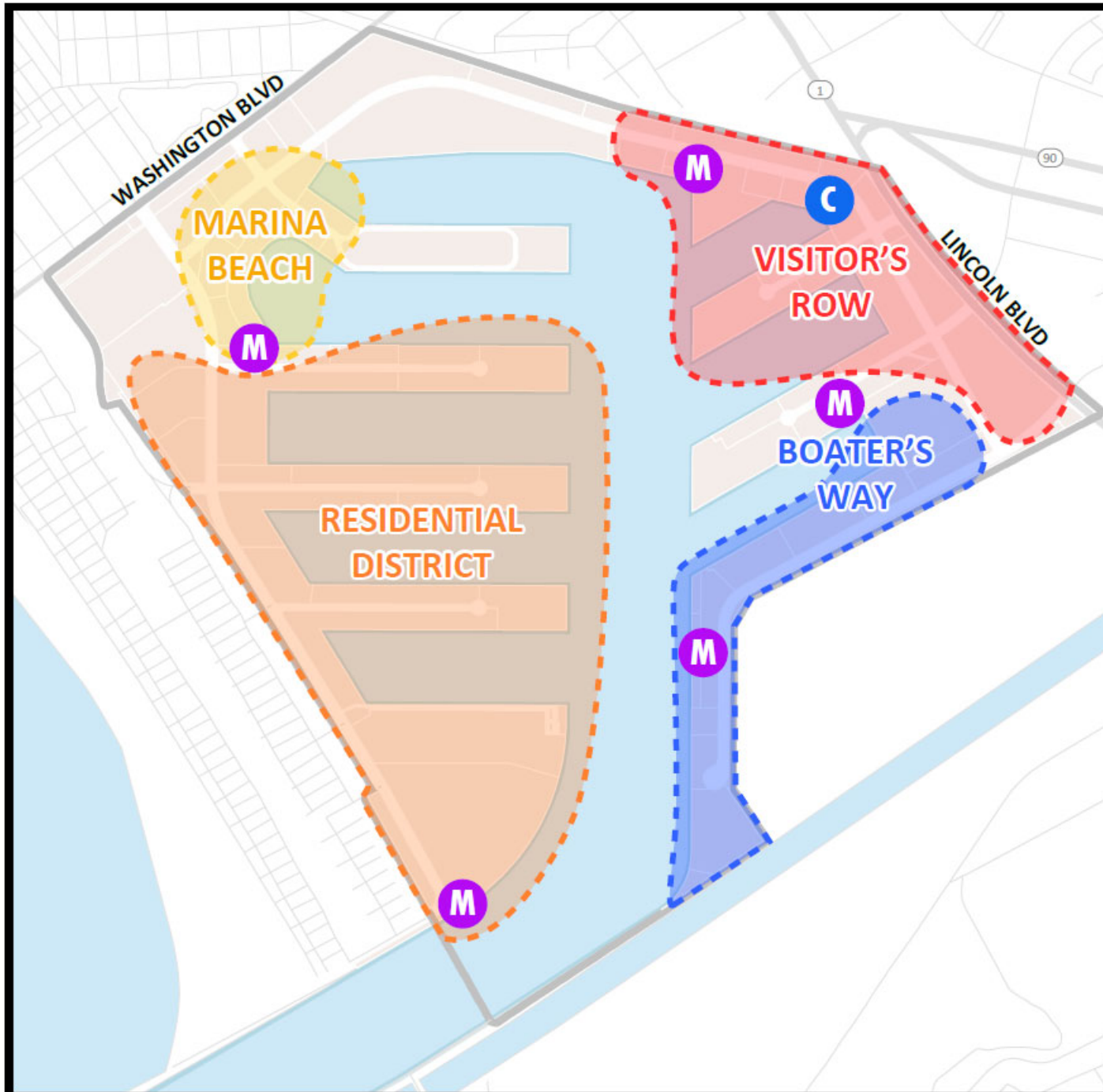
Fisherman's Wharf, San Francisco

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.261 Encourage recreational, retail, and restaurant uses for pedestrians, bicyclists, families, non-motorized boaters, visitors, and residents.
- DG.262 Create a Mobility Hub located in the existing parking areas near Marina Beach.
- 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.264 Locate low- to mid-rise hotel and/or visitor-serving uses on the parcels facing Marina Beach.
- 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.266 Construct an enhanced gateway near the intersection of Washington Boulevard and Via Marina.
- 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.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.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.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.271 Retain boat servicing, repair, and operations uses.
- 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.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 watercraft.

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.274 Provide trellises with plantings, or other shade structures that are contemporary in design at seating, picnicking, barbeque, and play areas.
- 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.277 Provide furnishings that contain durable materials suitable for a marine environment.

WATER FEATURES

- 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.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.281 Use park landscape to demonstrate sustainable landscaping techniques and principles. **S**
- DG.282 Limit the use of turf to areas that have active recreational uses or seating and picnic areas. **S**
- 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.284 Evaluate areas where tree canopies 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.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 cultural and natural resources of Marina del Rey, 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.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



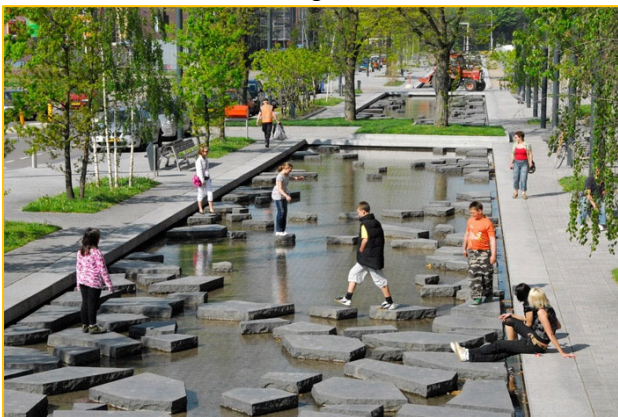
Grand Park, Los Angeles



Qinhuangdao Red Ribbon Park, China



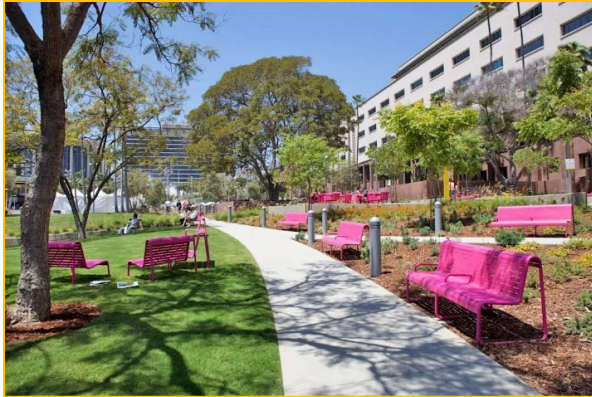
Annenberg Beach House, Santa Monica



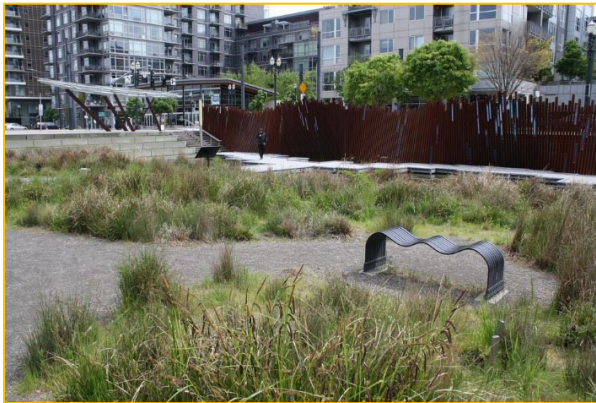
Interactive Water Features



Grand Park, Downtown Los Angeles



Grand Park, Los Angeles



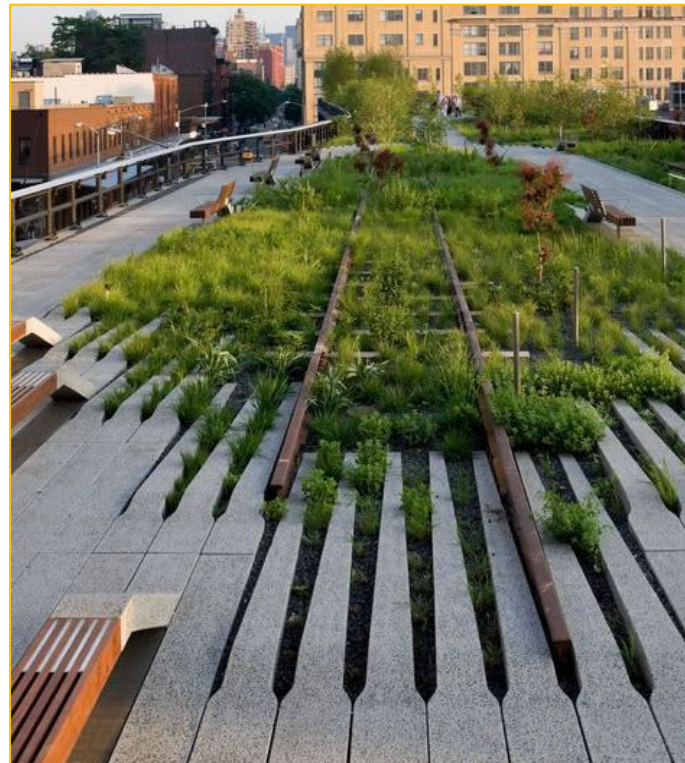
Tanner Springs Park, Portland



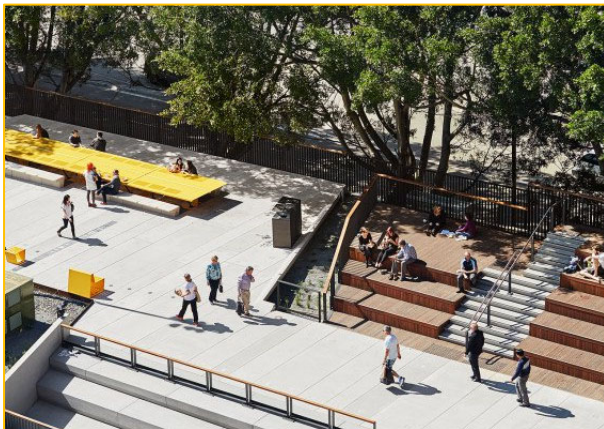
Rowing Shell and Canoe Storage, Marina Beach



Tongva Park, Santa Monica



Highline Park, New York



Interactive family-friendly spaces



Performance Pavilion, Playa Vista



Performance Pavilion, New York



Performing Pavilion - Lincoln Park Zoo, Chicago



Paris-Plages, Paris



Paddle House, Redondo Beach



Push boats - Luxembourg Gardens, Paris



Yoga in the park



Drum Circle at Burton Chace Park, Marina del Rey

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 placemaking plan that includes vehicular, boating, pedestrian, and bicycling gateways and community markers.
- DG.8 Develop a comprehensive Marina-wide wayfinding sign program that is oriented to all Marina users (motorists, pedestrians, cyclists, and boaters).
- DG.27 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.167 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.63 Provide pet waste stations with disposal bags and receptacles along the promenade, at regular intervals.
- DG.64 Provide covered trash and recycling receptacles in convenient locations.
- DG.65 Provide covered recycling containers for fishing line near fishing areas.
- DG.66 Provide fish cleaning stations near fishing areas, to prevent cleaning fish directly into harbor waters.
- 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.
- DG.122 All waste receptacles should be covered and designed to resist scavenging animals.
- 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).

SUSTAINABILITY

- DG.84 Encourage LEED Gold or equivalent for buildings over 10,000 square feet.
- DG.85 Orient building footprints and masses to allow for internal daylight penetration, optimization of natural breezes for cooling and passive winter heating systems.
- DG.86 Develop design strategies to maximize energy efficiency, water capture, and re-use.
- DG.87 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 that are also coastal and/or salt tolerant. 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.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.
- DG.177 Highlight sustainable landscaping techniques and principles through a combination of freestanding interpretive graphics and low profile plant identification signs or plaques.
- DG.208 Adhere to bird-safe building design as described in the LCP.
- DG.232 Encourage the installation of solar panels to power to the uses of the building.
- DG.233 Incorporate “cool” or green roofs and water harvesting strategies in building design.

- DG.278 Design water features that are attractive when water is not in use.
- 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.
- 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.281 Use park landscape to demonstrate sustainable landscaping techniques and principles.
- DG.282 Limit the use of turf to areas that have active recreational use or seating and picnic areas.
- 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.
- DG.284 Evaluate areas where tree canopies 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

Amy M. Caves
Chief Deputy Director

Carol Baker
Deputy Director

LaTayvius R. Alberty
Deputy Director

March 19, 2025

TO: Design Control Board

FROM: Gary Jones, Director

SUBJECT: ITEM 5C – 2025 DCB MEETING AND SUBMITTAL DEADLINES

The filing deadline for any Design Control Board meeting submittal is noon, four Wednesdays prior to the date of the meeting. Design Control Board meetings begin at 1:30 p.m. on the third Wednesday of each month at the Burton Chace Park Community Building, 13650 Mindanao Way, Marina del Rey. Below are the 2025 meeting dates and filing deadlines.

<u>Meeting Date</u>	<u>Filing Deadline</u>
April 16, 2025	March 19, 2025
May 21, 2025	April 23, 2025
June 18, 2025	May 21, 2025
July 16, 2025	June 18, 2025
August 20, 2025	July 23, 2025
September 17, 2025	August 20, 2025
October 15, 2025	September 17, 2025
November 19, 2025	October 22, 2025
December 17, 2025	November 19, 2025

GJ:WO:ts





Caring for Our Coast



Gary Jones
Director

Amy M. Caves
Chief Deputy Director

Carol Baker
Deputy Director

LaTayvius R. Alberty
Deputy Director

March 19, 2025

TO: Design Control Board

FROM: Gary Jones, Director

SUBJECT: **ITEM 6A - ONGOING ACTIVITIES REPORT**

BOARD ACTIONS ON ITEMS RELATING TO MARINA DEL REY

On November 26, 2024 the Board of Supervisors (BOS) waived \$1,166.25 in visitor boat dock fees, \$397.50 in community building fees, \$80 in parking fees for 10 vehicles at Lot 4, \$300 in parking fees for 50 vehicles at Lot 7, \$300 in parking fees for 50 vehicles at Lot 9, and \$841 for the right of entry permit fee, excluding the cost of liability insurance, for the 62nd Annual Holiday Boat Parade, that was held on December 14, 2024.

On January 21, 2025, the BOS awarded a three-year contract to Mariposa Landscapes, Inc., for the provision of landscape maintenance services on public grounds in Marina del Rey for the Department of Beaches and Harbors (DBH), with two one-year and six month-to-month extension options, commencing on March 1, 2025 through February 29, 2028, at an annual contract amount of \$638,064, for a total maximum amount of \$3,860,287 over the potential total term of five years and six months, which is inclusive of any potential increase of 10% annually for any unforeseen increase in services, but excludes any potential Cost of Living Adjustments.

In addition, the BOS authorized the Director of DBH to 1) execute contract amendments to exercise the extension options, if, in the opinion of the Director, the contractor has effectively performed the services during the previous contract period and services are still needed and required; 2) increase the contract amount by up to 10% in any year of the contract, including any extension option, for any additional or unforeseen services within the scope of the contract subject to the availability of funds in DBH's budget, and to make any potential Cost of Living Adjustments after the first three years of the contract; and 3) execute change orders and amendments to incorporate necessary changes within the scope of work, execute amendments should the contracting entity merge, be acquired, or otherwise change entities, and suspend or terminate the contract, if in the opinion of the Director, it is in the best interest of the County.

REGIONAL PLANNING COMMISSION'S CALENDAR

No items related to Marina del Rey were on the January 2025 Regional Planning Commission agendas.



CALIFORNIA COASTAL COMMISSION CALENDAR

No items related to Marina del Rey were on the December 2024 California Coastal Commission (CCC) agenda. No meeting was held for January 2025.

On February 6, 2025, the CCC approved Coastal Development Permit No. 5-23-0914 to authorize water quality improvements within a public parking lot adjacent to the Marina del Rey public launch ramp.

FUTURE MAJOR DESIGN CONTROL BOARD ITEMS

There are no future major Design Control Board items at this time.

SMALL CRAFT HARBOR COMMISSION MINUTES

The November 2024 Small Craft Harbor Commission meeting minutes are attached. The December 2024 and January 2025 meetings were cancelled. The February 2025 meeting minutes are pending.

REDEVELOPMENT PROJECT STATUS REPORT

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

GJ:WO:lr
Attachments (2)

SMALL CRAFT HARBOR COMMISSION MINUTES
November 13, 2024

Commissioners: Nathaniel Salazar, Chair; Gregory Gorman, Vice Chair; and Bobby LaBonge.

Department of Beaches and Harbors (DBH): Gary Jones, Director; Steve Penn, Chief of Asset Management Division; Miguel Covarrubias, Chief Property Manager; Ivy Bordenave-Priestley, Lease Specialist.

Item 1 - Call to Order and Pledge of Allegiance

Chair Salazar called the meeting to order at 10:02 a.m., followed by the Land Acknowledgement Statement and the Pledge of Allegiance. Ivy Bordenave-Priestley read the hybrid meeting procedures.

Item 2 – Approval of Minutes

Motion to approve the September 11, 2024 meeting minutes by Vice Chair Gorman, seconded by Commissioner LaBonge.

Ayes: 3, Chair Salazar, Vice Chair Gorman, and Commissioner LaBonge

Item 3 – Communication from the Public

None

Item 4 – Communication with the Commissioners

Chair Salazar disclosed several emails and messages he received from the public requesting updates on the Mother's Beach Improvement Project.

Item 5a – Marina Sheriff

Sergeant Carlson presented the Sheriff's report and the report on the Admiral yacht, which caught fire on Wednesday, September 18th, around 8:30 p.m. He explained that the LA County Fire Department crews attempted to fight the fire, both ground and by water, but it proved difficult to contain. Two hours later, that boat quickly sank below the waterline, and about 11 p.m. it was nearly fully submerged. Two people were onboard the 105-foot vessel when the fire ignited, but both unboarded safely without injuries. The U.S. Coast Guard's Incident Management Division took the lead in the efforts to contain and recover the discharge from the yacht.

Item 5b – MdR and Beach Special Events

Received and Filed.

Item 7a – Presentation by the County Fire Department regarding the fire incident at California Yacht Club (Parcel 132)

Chief Drew Smith, County Fire Department, presented the report.

Vice Chair Gorman commented that people often forget that teamwork is involved in these incidents and that the answers are not automatically found. He also asked if any lessons from this incident could help the community.

Chief Smith replied that the lesson learned is that people must be aware of their exposure while on board the vessel. He noted that people must think about their evacuation plan while on their boat at night.

Mr. LaBonge asked about the boat accident caused by a lithium-ion battery in Santa Barbara.

Chief Smith replied that the fire service nationwide is having challenges with lithium-ion batteries and spoke about the danger they pose.

Vice Chair Gorman inquired about the building's lack of sprinklers.

Chief Smith replied that the building was built in the 1960s, so no sprinkler standards existed.

Chair Salazar expressed concern regarding the lithium-ion incident and asked about websites where people can obtain information.

Chief Smith referred everyone to The National Fire Protection Association website for lithium-ion battery information.

Motion to approve this item by Commissioner Montgomery and seconded by Commissioner LaBonge

Ayes: 3, Chair Salazar, Commissioner Montgomery, and Commissioner LaBonge

Item 8 – Staff Reports

Received and Filed Staff Reports.

Chair Salazar requested an update on the Mother's Beach Project construction at the next meeting.

Adjournment

Chair Salazar adjourned the meeting at 11:13 a.m.

**Marina del Rey Redevelopment Projects Report
As of March 19, 2025**

Parcel No. Project Name	Representative	Redevelopment Proposed	Massing and Parking	Status
113 -- Mariner's Village	Mark Wagner	* Renovation of 981 apartments * Improvements to promenade	Massing – Existing buildings to remain. Parking – Existing parking to remain.	<p>In October 2023, Lessee exercised the Option for the Amended and Restated Lease. Lessee began construction on February 26, 2024.</p> <p>Lessee is in the process of renovation project, including the first tenant relocation which will affect approximately 30 units to be temporarily relocated to upgraded, like-kind, units. Lessee is also coordinating with SCE for the electric transformer upgrade.</p>



Caring for Our Coast


♦ ♦ ♦
Gary Jones
Director

Amy M. Caves
Chief Deputy Director

Carol Baker
Deputy Director

LaTayvius R. Alberty
Deputy Director

March 19, 2025

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

MARINA DEL REY EVENTS

BURTON CHACE PARK YOGA CLASS

Burton Chace Park ♦ 13650 Mindanao Way ♦ Marina del Rey

Mondays

6:30 p.m. – 7:30 p.m.

Cost: FREE

Enjoy a yoga session at the water's edge. Yoga classes are offered to all, regardless of age or ability, on Mondays for free with instructor David Lilly. Classes focus on improving flexibility, strength, and overall well-being. Children should be able to follow along or sit quietly with a parent or guardian. Students must bring their own mats, water, and sunscreen. Pre-registration for each class is required.

For registration or details: Call (424) 526-7910 or email chacepark@bh.lacounty.gov

BURTON CHACE PARK WALKING CLUB

Burton Chace Park ♦ Lobby ♦ 13650 Mindanao Way ♦ Marina del Rey

Tuesdays and Thursdays

10:30 a.m. – 11:30 a.m.

Cost: FREE

Looking for a new way to exercise? The Department of Beaches and Harbors (Department) offers a weekly walking group to help you increase your heart rate and daily step count while taking in beautiful views of the Marina del Rey harbor. Registration is required.

For registration or details: Call (424) 526-7910 or email chacepark@bh.lacounty.gov



SANDY BRUSHES DRAWING & PAINTING CLASS

Burton Chace Park ♦ 13650 Mindanao Way ♦ Marina del Rey
Wednesdays
5:00 p.m. – 6:30 p.m.
Cost: FREE

The Department offers a free drawing and watercolor painting class for beginners (age 14 and older). Classes are limited to 10 people and supplies are provided. Pre-registration for each class is required.

For registration or details: Call (424) 526-7910 or email chacepark@bh.lacounty.gov

BURTON CHACE PARK ZUMBA CLASS

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

Ditch your boring workout and join the Department's free Zumba class at Burton Chace Park to get cardio-fit while moving to the rhythms of Latin-inspired dance and music! Each class is limited to 20 people. Pre-registration for each class is required.

For registration or details: Call (424) 526-7910 or email chacepark@bh.lacounty.gov

MARINA DEL REY FARMERS' MARKET

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

Each Saturday, the Department and Southland Farmers' Market Association present the Marina del Rey Farmers' Market, offering fresh, locally grown fruits and veggies (organic and conventional). Also, enjoy delicious prepared and prepackaged foods, and shop for artisanal crafts from local small vendors. Paid parking is available for 50 cents for every 15 minutes.

For more information: Call (424) 526-7900 or visit [instagram.com/marinadelreyfm/](https://www.instagram.com/marinadelreyfm/)

COVID-19 VACCINE AND FLU SHOT CLINIC

Burton Chace Park Community Room ♦ 13650 Mindanao Way ♦ Marina del Rey
Monday, March 24, 2025
10:00 a.m. – 2:00 p.m.
Cost: FREE

This COVID-19 Vaccine and Flu Shot Clinic is open to everyone 6 months and older, regardless of insurance or immigration status. Minors must be accompanied by a parent/guardian. Appointments are available starting two weeks before clinic date at bit.ly/dbhvaccine. Walk-ups are welcome!

Vaccine available:

- Updated COVID-19 vaccine
- Flu shots

W.A.T.E.R. PROGRAM SPRING SAILING CLASSES

Boathouse - Burton Chace Park ♦ 13640 Mindanao Way ♦ Marina del Rey

Los Angeles County Lifeguards instruct the Department's sailing courses that teach students basic sailing knowledge and terms, boat maintenance and rigging, knot tying, tacking, docking and instruction to ocean sailing. Students learn to sail on 14-foot Capri sailboats (with main sail and jib) and Laser sailboats.

Financial aid is available for qualified families. Please call for details.

2025 SPRING SESSION | BEGINNER AND INTERMEDIATE LEVEL:

Dates: April 14 -18

Time: 10:00 a.m. – 4:00 p.m.

Ages: 11–17 years old

Class Size: 6–10 students with 3 Lifeguard instructors

Fee: \$375 per 5-day session

NOTE: Applicants must successfully complete a 100-yard swim test in 2 minutes and 20 seconds to be eligible.

For more information: Call (424) 526-7888 or visit beaches.lacounty.gov/waterprogram

SUNSET SERIES REGATTAS

Marina del Rey

Wednesdays, April 16 - September 3, 2025

6:00 p.m. - 8:00 p.m.

Spectators from restaurants can watch boats race along the Marina del Rey harbor 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/regatta

BEACH EATS – GOURMET FOOD TRUCK EVENT

Lot #11 ♦ 14101 Panay Way ♦ Marina del Rey
Thursdays, May 8 through October 30, 2025
5:00 p.m. – 9:00 p.m.

Grab a bite at Beach Eats, the Department's gourmet food truck event at Mother's Beach every Thursday, from May through October. Food trucks rotate weekly with an assortment of menu options, including desserts, burgers, BBQ, tacos, lobster rolls, and more. Paid parking is available for 50 cents for every 15 minutes.

For more information: Call (424) 526-7900 or visit bestfoodtrucks.com/beacheats

BEACH SHUTTLE

May 24 through September 28, 2025
Saturdays: 10:00 a.m. – 10:00 p.m.
Sundays: 10:00 a.m. – 8:00 p.m.
*Holidays: 10:00 a.m. – 8:00 p.m.
Cost: FREE

Catch a free ride on the Beach Shuttle between Playa Vista, Marina del Rey, and the Venice Beach Pier to enjoy surf, sand, and attractions surrounding Marina del Rey. The Beach Shuttle operates on weekends and select holidays every spring and summer.

*Memorial Day – Monday, May 26
*Independence Day – Friday, July 4
*Labor Day – Monday, September 1

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

2025 MARINA CULTURE JAM

Burton Chace Park ♦ 13650 Mindanao Way ♦ Marina del Rey
Saturday, May 31, 2025
11:00 a.m. – 4:00 p.m.
Cost: FREE

Don't miss Marina Culture Jam, sponsored by the Department in partnership with The Music Center's Arts Grown LA program. This free arts event will feature a diverse range of live cultural performances in addition to cultural arts & crafts activities.

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

MARINA DEL REY 50TH ANNUAL HALIBUT DERBY

Burton Chace Park ♦ 13640 Mindanao Way ♦ Marina del Rey

May 31 – June 1, 2025

Sunrise – 3:30 p.m.

Come celebrate the 50th anniversary of the longest standing fishing tournament on the West Coast. Proceeds from the two-day fishing tournament will help fund the Youth Fishing Program, White Sea Bass Grow Out Program, and fishing advocacy in Sacramento.

For more information: Visit HalibutDerby.com

KAHANAMOKU KLASSIC

Mothers Beach ♦ 4101 Admiralty Way ♦ Marina del Rey

Saturday, June 7, 2025

8:00 a.m. – 4:00 p.m.

Spectators of the Kahanamoku Klassic can enjoy the action as competitive paddlers race on outriggers through the Marina's main channel. Parking is available in nearby Los Angeles County lots for a reasonable fee.

For more information: Visit marinaoutrigger.org or scora.org/race/kahanamoku-klassic-2025/

LOS ANGELES COUNTY BLOOD DRIVE

Burton Chace Park Community Room ♦ 13650 Mindanao Way ♦ Marina del Rey

Thursday, June 12, 2025

10:00 a.m. – 4:00 p.m.

Take part in this lifesaving blood drive hosted by the Department. Please remember to eat well and increase your fluid intake a couple of days before and on the day of your donation appointment. A photo ID is required.

To schedule your donation, visit redcrossblood.org and enter sponsor code: LACBH or contact Patrick Hogg at patrickhogg@bh.lacounty.gov.

For more information: Call (800) RED-CROSS

MARINA DEL REY WATERBUS

June 20 through September 1, 2025

Friday, Saturday and Sunday

Park your car and ride the WaterBus for a unique water's-eye view of Marina del Rey. Eight boarding stops throughout the Marina offer opportunities to shop, dine, and recreate in one of the most beautiful Southern California residential and tourist areas. Bikes and strollers are welcome on board, but no pets are allowed. Please notify the Dock Attendant if you have a wheelchair or limited mobility and need any additional assistance. The fare is \$1 per person, for a one-way ticket. Paid parking is available at nearby Los Angeles County lots.

WaterBus Schedule:

Fridays and Saturdays:

11:00 a.m. – 11:00 p.m.

Sundays:

11:00 a.m. – 9:00 p.m.

Holiday Schedule:

Labor Day:

11:00 a.m. – 9:00 p.m.

Dance MDR Schedule:

Fridays (September 5 – 26):

5:00 p.m. – 11:00 p.m.

Marina Spooktacular Schedule:

Saturday and Sunday (October 25 – 26):

2:00 p.m. – 11:00 p.m.

For more information: Call (310) 984-7337 or visit marinawaterbus.com

GJ:CML:da



Caring for Our Coast

♦ ♦ ♦
Gary Jones
Director

Amy M. Caves
Chief Deputy Director

Carol Baker
Deputy Director

LaTayvius R. Alberty
Deputy Director

March 19, 2025

TO: Design Control Board

FROM: Gary Jones, Director

SUBJECT: ITEM 6C – DESIGN CONTROL BOARD ANNUAL REPORT

Each commission is required to provide an update to the Board of Supervisors about its activities through an annual report. Attached for your consideration is the Design Control Board Annual Report for 2024 which includes the DCB's roles and responsibilities, historical background, annual work plan, accomplishments, and ongoing long-term projects.

GJ:WO:ts

Attachment (1)



Los Angeles County
Small Craft Harbor Design Control Board
2024 Annual Report



January – December 2024

13837 Fiji Way
Marina del Rey, CA 90292
(424) 526-7777

<http://beaches.lacounty.gov/design-control-board>

First District (Solis)

Meg Rushing Coffee

Second District (Mitchell)

Genelle Brooks-Petty

Third District (Horvath)

Sing Sing Lee

Fourth District (Hahn)

Steven Cho

Fifth District (Barger)

Hal Suetsugu

Mission Statement

The mission of the Small Craft Harbor Design Control Board (DCB) 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, distinguishes the Marina as a premier waterfront visitor-serving destination, improves the perception of the Marina as a functioning harbor, embraces the right of the public to enjoy this recreational resource, and enhances opportunities for boating and recreation in the Marina.

Design Control Board Authority

DCB reviews all projects that involve exterior modifications or improvements to properties in Marina del Rey. This includes new development, renovations, repainting, signage, landscaping, and other related activities. DCB reviews a project's site planning, architecture, landscaping, hardscape, and signage to ensure that Marina del Rey is maintained as a desirable location for County residents and visitors alike. Maintaining the Marina supports the County's Strategic Plan Goal III under Strategy III.3.2: Manage and Maximize County Assets. Marina del Rey is owned and overseen by the County, and DCB's oversight protects the County's asset by enforcing architectural and design standards.

The responsibilities of DCB are to: (a) review and approve the architectural design and landscaping of improvements to be constructed in Marina del Rey; (b) advise the Department of Beaches and Harbors (DBH) concerning the implementation of architectural design regulations and policies and related matters; and (c) perform such other duties as may be requested by the Board of Supervisors (BOS).

Makeup of the Design Control Board

DCB is made up of five members appointed by the BOS to represent each supervisorial district. DCB members must have relevant expertise in architecture, landscape architecture, civil engineering, land development, business management, construction, or planning.

During this report period there were five board members and one vacancy. Board Member Sing Sing Lee was appointed to DCB by the BOS on November 6th 2024 to represent the Third District.

Historical Background

On February 23, 1960, BOS adopted an order appointing DCB "to assure conformity on the part of successful bidders who may construct improvements within the Small Craft Harbor." This was followed in 1961 with the BOS approving and adopting the original "Specifications and Minimum Standards of Architectural Treatment and Construction for Marina del Rey." In this document,

DCB was defined as “the Board appointed by the Board of Supervisors to review and approve the architectural design and arrangement of facilities constructed in Marina del Rey.” That document was revised in 1971 and remains in use to this day. DCB has reviewed all projects that were built in the Marina since 1961, when the harbor was first constructed. Today DCB reviews projects based on the parameters established in the 2012 Marina del Rey Local Coastal Program and the 2022 Marina del Rey Design Guidelines.

Annual Work Plan

DCB’s objective for the coming year is to continue to review architectural design and landscaping improvement projects for Marina del Rey properties. DCB will continue to have scheduled monthly meetings to provide timely project reviews for applicants.

Annual Accomplishments

DCB held five meetings from January to December 2024. Each meeting held was attended by three DCB members. During this period, DCB reviewed and made recommendations on 14 projects, including signage, electric vehicle charging stations, and building renovations. For example, DCB recommended approval of a final site design for exterior improvements at Marina Mother's Beach, located at the Parcel HS & 91 leasehold. In addition, DCB recommended approval of the Marina del Rey Lot 5 Electric Vehicle Charging Stations. In addition, DCB members participated in various voluntary board briefings to review preliminary designs for projects including the Marina Beach Non-Motorized Boat Storage and Restroom Renovation, and the new Marina del Rey Parking Structure. Additionally, DCB approved numerous new façade improvements and signage requests from new commercial tenants. Below is a list of projects that were reviewed by DCB:

- Parcel 28 Wayfarer Apartments Exterior Paint (Approved)
- Parcel 44 South Coast Corinthian Yacht Club Shed (Approved)
- Parcel 97 Marina Beach Shopping Center Tenant Signage (Approved)
- Parcel UR Marina del Rey Lot 5 Electric Vehicle Charging Stations (Approved)
- Parcel 62 Sherriff's Station Above Ground Storage Tank (Approved)
- Parcel 15 AMLI Blockhouse Coffee Tenant Signage and Exterior Improvements (Approved)
- Parcel 50 Bacio di Latte Tenant Signage and Awning (Approved)
- Parcel 97 Fratelli Cafe Tenant Signage and Exterior Improvements (Approved)
- Parcel 97 Wells Fargo Tenant Signage (Approved)
- Parcel 97 Wateria Tenant Signage (Approved)
- Parcel 50 Solidcore Awning and Tenant Signage (Approved)
- Parcel 44 Tesla Supercharging Stations Landscape Improvements (Tree Relocation) (Approved)
- Parcel HS & 91 Marina Mother's Beach Final Design for Site Improvements (Approved)
- Parce 50 Free People Movement Tenant Signage (Approved)

Future Projects

DBH is actively working on the “Signage and Gateways Master Plan” for Marina del Rey. The purpose of the plan is to update and replace the existing gateway, wayfinding, and informational signage throughout Marina del Rey in order to (a) create an identity and sense of place for the Marina, (b) enhance the experience of Marina del Rey visitors by making the community more easily navigable, and (c) create awareness of and highlight water-oriented activities and community features, consistent with the urgent community needs and priorities identified through the Marina del Rey for All initiative.

A conceptual plan for this project was approved by DCB in December 2017. In July 2024, DCB members provided comments regarding the conceptual designs for the signage. DBH is working with the consultant to develop revised conceptual designs for the project.