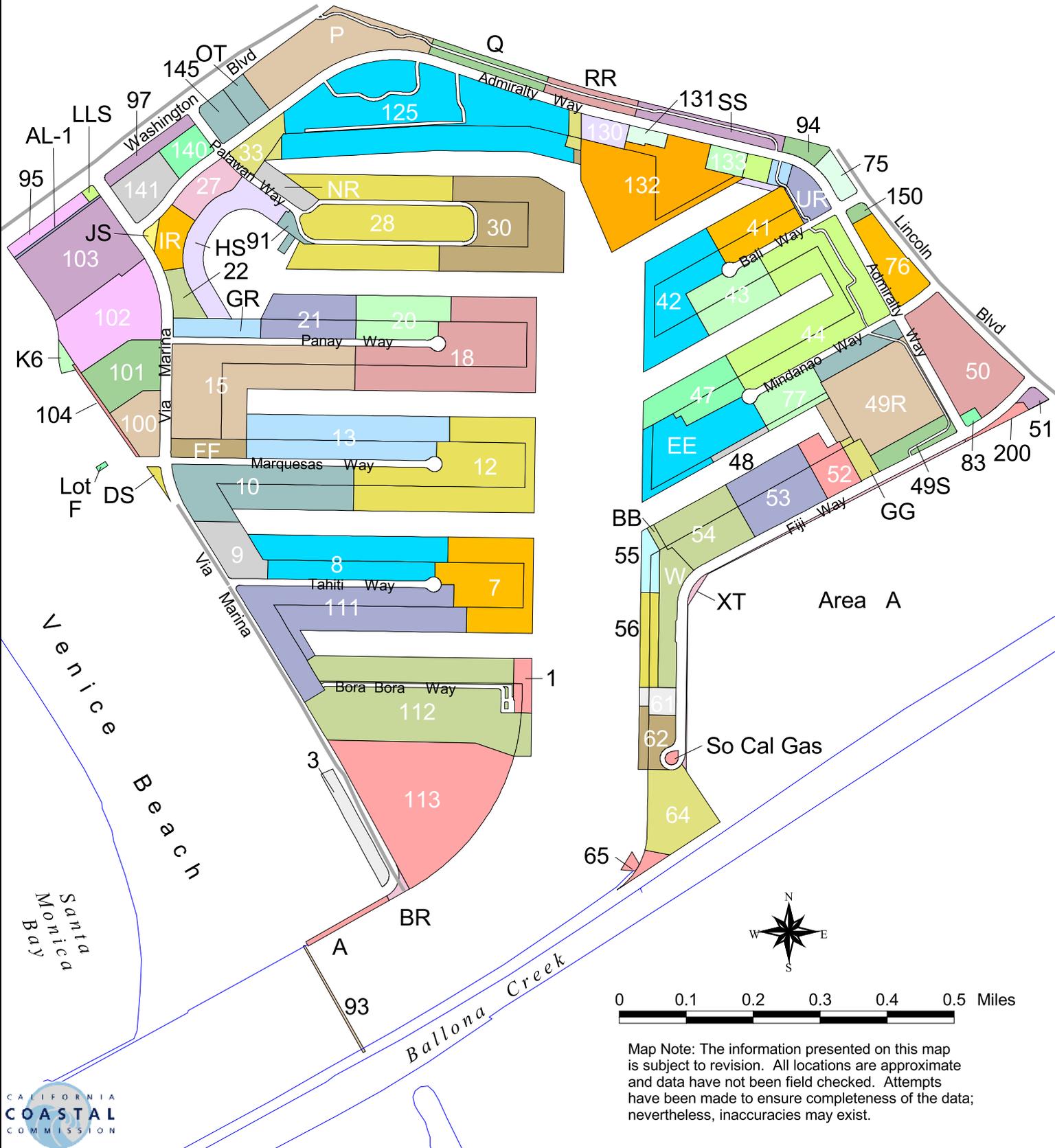


Area Map



Marina del Rey LCP Periodic Review Development Parcels



Map Note: The information presented on this map is subject to revision. All locations are approximate and data have not been field checked. Attempts have been made to ensure completeness of the data; nevertheless, inaccuracies may exist.

Local Coastal Permits Approved



Map Note: The information presented on this map is subject to revision. All locations are approximate and data have not been field checked. Attempts have been made to ensure completeness of the data; nevertheless, inaccuracies may exist.

Marina del Rey LCP Periodic Review Boating Facilities

Map Note: The information presented on this map is subject to revision. All locations are approximate and data have not been field checked. Attempts have been made to ensure completeness of the data; nevertheless, inaccuracies may exist.



**MARINA DEL REY
TRAFFIC MITIGATION FEE ACCOUNT
ACCOUNT TF2 7703*
APPROVED PROJECTS**

| DZ # | DZ NAME | PARCEL | PROJECT TITLE | APPLICANT | PROJECT NO. | SCOPE | PMPK TRIPS | COST | PAID | OTHER IMPROVEMENTS | COMMENT |
|------|---------------------|--------|---|-------------------|-------------|--|------------|------------|------|---|--|
| 1 | Bora Bora | 112 | | Epstein | 0039 | New 120 apartment units Net decrease of 271 slips Remove: 4,000 sf office | (4) | | | | |
| 2 | Tahiti | 111 | | Epstein | 0039 | Remodel existing apartments | 0 | \$ - | | | |
| 3 | Marquesas | 12 | Espirit Marina del Rey Phase I | Ring | 98134 | Net increase of 282 units, 35 senior apartment units. Net decrease of 3,600 sf retail and 237 boat slips. | 52 | \$ 295,880 | YES | 2nd WB left turn lane on Washington Bl to Via Marina or traffic signal @ Washington Bl/Palaway Way | |
| 4 | Panay | 15 | Espirit Marina del Rey Phase II | Ring | 98134 | Net increase of 250 apartment units, 47 senior apartments Net decrease of 41 boat slips (demo 253 existing and construct 212 new) Demo 4,400 sf restaurant (280 seats) and add 8,000 sf retail | 120 | \$ 682,800 | NO | Left turn on Via Marina at Parcel 15 main driveway | No trip credit was given for restaurant since it was vacant for more than 1 year. |
| 4 | Panay | 18 | Dolphin Marina | Goldrich & Kest | 91329 | 68 Market rate apt units | 22 | \$ 125,180 | YES | | |
| 4 | | 18 | | Goldrich & Kest | 91329 | 60 senior apartment units | 5 | \$ 28,450 | YES | | |
| 4 | | 20 | 13953 Panay Way | Goldrich & Kest | 98172 | Phase I: 99 Apartment units Phase II: Net increase of 4,940 sf Yacht Club, 2,300 sf of office | 41 | \$ 233,290 | YES | | |
| 5 | Palawan/Beach | 97 | Gold Coast Shopping 514&586 Washington Bl | Pashaie | 02277 | demo & replace 2 of 6 commercial buildings. Net increase of 450 sf. Possible relocation wells fargo bank from parcel 95 to parcel 97. | 2 | \$ 11,380 | YES | | Going back to DRP. Project layout change due to sewer line. The revised project will be 128 sf less. |
| 5 | | 140 | Admiralty Apt | Pashaie | 03029 | net increase of 108 units - demo 64 apartment units, new 172 units (15 for very low income). | 37 | \$ 210,530 | NO | Pay fair share towards restriping of Palawan Way between Washington Bl and Admiralty Way and installation of traffic signal at the I/S of Washington Bl/Palawan Way and interconnect with adjacent signals; construct 8-foot wide sidewalks along Admiralty Way | |
| 6 | Oxford | | | | | | | \$ - | | | |
| 7 | Admiralty | 40 | County library expansion | DPL | 96169 | 2,454 sf | 0 | \$ - | | | |
| 8 | Bali | | | | | | | \$ - | | | |
| 9 | Mindanao | 50 | Ralph's Market Expansion | Caruso Affiliated | | 7,660 sf expansion, café, and parking layout modification | 28 | \$ 159,320 | YES | Admin street, sidewalk, and extend left-turn at main driveway | Plot plan approved. Trips based on approved trip generation study. Received traffic fee 5/11/06. |
| 10 | Fisherman's Village | | | | | | | \$ - | | | |
| 11 | Harbor Gateway | | | | | | | \$ - | | | |

COASTAL COMMISSION
MDR Periodic Review

EXHIBIT # 5
PAGE 1 OF 5

NOTE: Fe Jimenez in DPW-FIS Division @ 626-458-6508 manages the account.

P:\pub\WPFILES\LAND DEVELOPMENT REVIEW\MDR TRAFFIC FEES\5.XLS APPROVED PROJECTS

Revised:7/19/2006
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**MARINA DEL REY
TRAFFIC MITIGATION FEE ACCOUNT
ACCOUNT TF2 7703*
APPROVED PROJECTS**

| DZ # | DZ NAME | PARCEL | PROJECT TITLE | APPLICANT | PROJECT NO. | SCOPE | PMPK TRIPS | COST | PAID | OTHER IMPROVEMENTS | COMMENT |
|---|-------------|---------|------------------------|-----------|-------------|--|------------|--------------------|------|--------------------|--|
| 12 | Via Marina | 95, LLS | | Pashale | 03030 | 11,400 sf net retail increase, 288 restaurant seats. Net decrease of 1,300 sf in office Net decrease of 3,250 sf of bank Possible relocation of wells fargo bank from parcel 95 to parcel 97. | (59) | \$ - | | | Net reduction of trips due to Wells Fargo bank reduction |
| 13 | North Shore | | | | | | | \$ - | | | |
| 14 | Fiji Way | | | | | | | \$ - | | | |
| TOTAL PM PEAK TRIPS & PERCENT LCP TRIP CAP | | | | | | | 244 | 9% | | | |
| PROJECTS OUTSIDE MARINA | | | | | | | | | | | |
| O | | City LA | Avalon Bay Community | | | 310 apartment units | 4 | \$ 6,368 | YES | | Cat I |
| O | | City LA | West Bluffs (Catellus) | | | 120 single family units | 2 | \$ 3,184 | YES | | Cat I |
| O | | Culver | Costco | | | | 74 | \$ 117,808 | YES | | Cat I |
| O | | Culver | Costco | | | Costco Center | | \$ 1,500,000 | YES | | Agreement to transfer funds from Culver City's Costco Regional Mitigation Fund to County; construction only of SR-90 |
| O | | City LA | GTE Chateau Marina | | C/O LA | 500 APARTMENT UNITS Cat I fee | 48 | \$ 76,416 | YES | | |
| O | | City LA | Playa Vista-Phase I | | | 3,246 dwelling units, 35 ksf retail, 2,000 ksf office, 1,000 ksf studio, 120 ksf community serving uses | 102 | \$ 162,384 | YES | | PV agreed to pay fee. In addition to this fee, PV will be paying its fair share towards the La Cienega Bl/Slauson Av interchange improvements. |
| | | | Playa Vista-Phase II | | | 2,600 dwelling units, 150 ksf retail, 175 ksf studio, 40 ksf community serving uses | 49 | \$ 78,008 | NO | | PV agreed to pay fee. |
| TOTAL CONDITIONED: | | | | | | | | \$3,690,998 | | | |
| TOTAL COLLECTED: | | | | | | | | \$2,719,660 | | *Note ---> | *\$1.5 MILLION CULVER CITY FUND EARMARKED FOR CONSTRUCTION ONLY OF SR-90 EXTENSION |
| EXPENDITURES: | | | | | | | | \$ 32,500 | | *Note ----> | * LCTF Phase I study |
| BALANCE: | | | | | | | | \$2,687,160 | | | |

COASTAL COMMISSION
MDR Periodic Review

EXHIBIT # 5
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NOTE: Fe Jimenez in DPW-FIS Division @ 626-458-6508 manages the account.

**MARINA DEL REY
TRAFFIC MITIGATION FEE
PENDING PROJECTS**

| DZ # | DZ NAME | PARCEL | PROJECT TITLE | APPLICANT | PROJECT NO. | SCOPE | PMPK TRIPS | COST | PAID | OTHER IMPROVEMENTS | COMMENT |
|------|---------------------|-----------|---------------------------|---------------------------------|-------------|--|------------|------------|------|--------------------|--|
| 1 | Bora Bora | | | | | | | \$ - | | | |
| 2 | Tahiti | | | | | | | \$ - | | | |
| 3 | Marquesas | FF&10R | Neptune | | | 527 apartment units, 141 boat slips Remove 136 apt units and 198 boat slips | 140 | \$ 796,600 | NO | | Not filed with DRP. |
| 4 | Panay | 21 | Holiday Harbor Courts | Goldrich & Kest Industries, LLC | | Replace the existing on-site uses (retail and marine commercial offices), and the transfer of marine commercial offices from Phase II of Parcel 20. Reduce the existing health club floor area by 6,000 square feet and will add 6,000 square feet of new marine commercial office uses to the site. Parking for the proposed project will be provided in an attached multi-level parking structure, which allows for direct access to the commercial building. | | \$ - | NO | | Awaiting TS, insufficient information to determine p.m. peak-hour trips. |
| 5 | Palawan/Beach | 27R | Jamaica Bay Inn | | | Renovate and expand the existing 42-room hotel by 69 guest rooms, for a total of 111 rooms. | 24 | \$ 136,560 | NO | | Awaiting TS |
| 6 | Oxford | OT | | | | Demo the existing public parking lot containing 186 spaces and construct 114-suite retirement hotel and approximately 5,000 square feet of ground floor retail space. The project proposed to replace the existing 92 of the 186 parking spaces. The remaining 94 parking spaces will be relocated to Parcel 21, located on Panay Way. | 41 | \$ 233,290 | NO | | Awaiting TS |
| 7 | Admiralty | | | | | | | \$ - | | | |
| 8 | Bali | | | | | | | \$ - | | | |
| 9 | Mindanao | | | | | | | \$ - | | | |
| 10 | Fisherman's Village | | | | | | | \$ - | | | |
| 11 | Harbor Gateway | 64 | Villa Venetia Residential | | | Demo the existing 224 apartment dwelling units and construct 479 apartment dwelling units, 21 marina boat slips and 5,000 square-feet of retail. | 108 | \$ 614,520 | NO | | Awaiting TS |
| 12 | Via Marina | 100 & 101 | Del Rey Shores | Epstein | | Construct new 544 apartment units Remove existing 202 apartment unit | 111 | \$ 631,590 | NO | | Traffic study submitted 2/05 Revised study required 5/18/05 |

NOTE: Fe Jimenez in DPW-FIS Division @ 626-458-6508 manages the account.

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**MARINA DEL REY
TRAFFIC MITIGATION FEE
PENDING PROJECTS**

| | | | | | | | | | | | |
|--------------------------------|-------------|--|--------------|--|--|--|---|----------------------|---------------------|----|--|
| 13 | North Shore | | | | | | | \$ | - | | |
| 14 | Fiji Way | | | | | | | \$ | - | | |
| | | | | | | | | \$ | - | | |
| PROJECTS OUTSIDE MARINA | | | | | | | | | | | |
| O | City of LA | | Villa Marina | | | | 5 | \$ | 28,450 | NO | |
| O | | | | | | | | \$ | - | | |
| | | | | | | | | TOTAL PENDING | \$ 2,441,010 | | |

MDR COASTAL COMMISSION
Periodic Review
 EXHIBIT # 5
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NOTE: Fe Jimenez in DPW-FIS Division @ 626-458-6508 manages the account.

MDR REDEVELOPMENT GRANTED SINCE LCP CERTIFICATION (2/8/96) PER DZ

| DZ # | DZ NAME | Case # | Parcel # | Applicant | Redevelopment Granted | Trips Generated | Approval Date |
|---------------------|---------------------|---------|----------|--------------------|---|-----------------|---------------|
| 1 | Bora Bora | 00-39 | 112 | Epstein | 120 D.U.'s Net Decrease of 271 Slips Demolish 4 KSF Office | -4 | 10/18/2000 |
| 2 | Tahiti | 00-39 | 111 | Epstein | Remodel Existing Apartments (No Increase in D.U.'s) | 0 | 10/18/2000 |
| 3 | Marquesas | 98-134 | 12 | Ring | Net Increase of 282 D.U.'s 35 Senior Apartments Net Decrease of 3.6 KSF Retail Net Decrease of 237 Slips | 52 | 12/6/2000 |
| 4 | Panay | 91-329 | 18 | Goldrich & Kest | 68 D.U.'s 60 Congregate Care Units | 27 | 6/13/1996 |
| | | 98-134 | 15 | Ring | Net Increase of 250 D.U.'s 47 Senior Apartments Net decrease 41 Slips (demo 253, construct 212) Demo 4.4 KSF restaurant and add 8 KSF retail | 224 | 12/6/2000 |
| | | 98-172 | 20 | Goldrich & Kest | 99 D.U.'s Net Increase of 4.94 KSF Yacht Club 2.3 KSF Office Transfer of 97 D.U.'s from DZ1 to DZ4 | 41 | 10/2/2000 |
| 5 | Palawan/Beach | 02-277 | 97 | Pashaie | Net Increase of 450 SF Retail | 2 | 6/25/2003 |
| | | 03-029 | 140 | Pashaie | Net Increase of 108 D.U.'s (64 existing - 172 new total) | 37 | 12/10/2003 |
| 6 | Oxford | | | | | | |
| 7 | Admiralty | 96-169 | 40 | DLP | Library Expansion - 2,454 SF | 0 | 3/5/1997 |
| 8 | Bali | | | | | | |
| 9 | Mindanao | * 15509 | 50 | Caruso | Net Increase of 4.7 KSF of Retail | 49 | 6/17/2004 |
| 10 | Fisherman's Village | | | | | | |
| 11 | Harbor Gateway | | | | | | |
| 12 | Via Marina | 03-030 | 95, LLS | Pashaie | Net Increase of 11.4 KSF (New total is 20.6 KSF), which includes total of 288 seats Reduce 1.3 KFS in office and 3.25 KFS bank bldg | -59 | 6/16/2004 |
| | | ** | 103 | Oakwood | Complete Remodeling | 0 | |
| | | ** | 102 | Archstone | Complete Remodeling | 0 | |
| 13 | North Shore | | | | | | |
| 14 | Fiji Way | | | | | | |
| <i>Total Trips:</i> | | | | | | 369 | |

* Given Plot Plan # by DRP staff as did not have to go RPC

** Approval not needed from DRP for renovations

KSF = 1,000 Square Feet

D.U. = Dwelling Unit

Trip Rate for Senior Apartments is 0.10 ppmph (ITE)

COASTAL COMMISSION

EXHIBIT # 5
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**SUMMARY OF PROPOSED TRANSPORTATION IMPROVEMENTS
IN THE MARINA DEL REY AREA**

1. Marina Expressway (SR-90) Connector Road to Admiralty Way Project - (2011County)
2. Admiralty Way Improvement Project - Via Marina / Fiji Way (2011County)
3. Admiralty Way / Via Marina Intersection Realignment Project (2011County)
4. Fiji Way Gap Closure of the South Bay Bike Trail (2011County)
5. Culver BI Widening - SR 90 / Lincoln BI (2005 PV1)
6. Lincoln BI Widening - LMU Dr. / Jefferson BI (Caltrans)
7. Jefferson BI Widening - Beethoven St. / Grosvenor BI (2010 PV2)
8. Culver BI / Lincoln BI New Interchange - (under construction)
9. SR 90 / Culver Interchange - with SR 90 Grade Separation over Culver BI (Caltrans in litigation)
10. San Diego Freeway Improvements - HOV lanes SR 90 / 105 Fwy (2006) & SR 90 / SM Fwy (2009). Ramps at Culver BI (2006)
11. Bluff Creek Dr (Teale St) - Lincoln BI / Centinela Ave (2010 PV1&2)
12. Lincoln Corridor Transit Improvements – Add 5 buses to Santa Monica Big Blue Bus Line 3 (PV1); Install Transit Bus Priority System for Lincoln BI (2008PV2); add 6 buses to Culver City Lines 2, 4 and 6 and a new Limited Stop Route to the South (PV2); Internal Shuttle System for Playa Vista (PV1); Expand Internal Shuttle System on a demand/responsive system to the Bridge, Fox Hills, LMU, Playa del Rey Beach and Marina del Rey (PV2); Bus Rapid Transit along Lincoln BI and Sepulveda BI (MTA2008)
13. Recommendations by the Lincoln Corridor Task Force (March 2004)
Preliminary short-term recommendations consist of peak-period parking restrictions along Lincoln BI for use by buses, bicycles and turning vehicles, rapid bus stations and landscaped raised medians.
14. Centinela Ave Widening - SR 90 / Jefferson BI (PV1)
15. Centinela Ave Widening - SR 90 / Culver BI (PV2)
16. Marina del Rey Water Shuttle (Department of Beaches and Harbors)

| |
|----------------------|
| EXHIBIT NO. 6 |
| APPLICATION NO. |
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| |

b. Existing Transportation Conditions

Figure 2-37 illustrates existing traffic conditions along Lincoln Boulevard within the 5-mile study corridor segment. Average daily traffic (ADT) volumes on Lincoln range between a low of 47,500 north of Ocean Park Boulevard in Santa Monica to a high of 67,000 north of SR-90. There are 25 signalized intersections along the

study segment, eight of which are in the City of Santa Monica, three in the unincorporated County of Los Angeles area and the remaining 14 are in the City of Los Angeles.

As seen in Figure 2-37, the worst peak hour operating conditions, as represented by level of service F (LOS F) are at the intersections of Lincoln with Olympic Boulevard (AM), Pico Boulevard (PM), Ocean Park Boulevard (AM

and PM) and 83rd Street (AM). The highest number of automobile accidents along the corridor within the last five years occurred at or near the Lincoln/Washington intersection, where a total of 115 accidents were reported during the period.

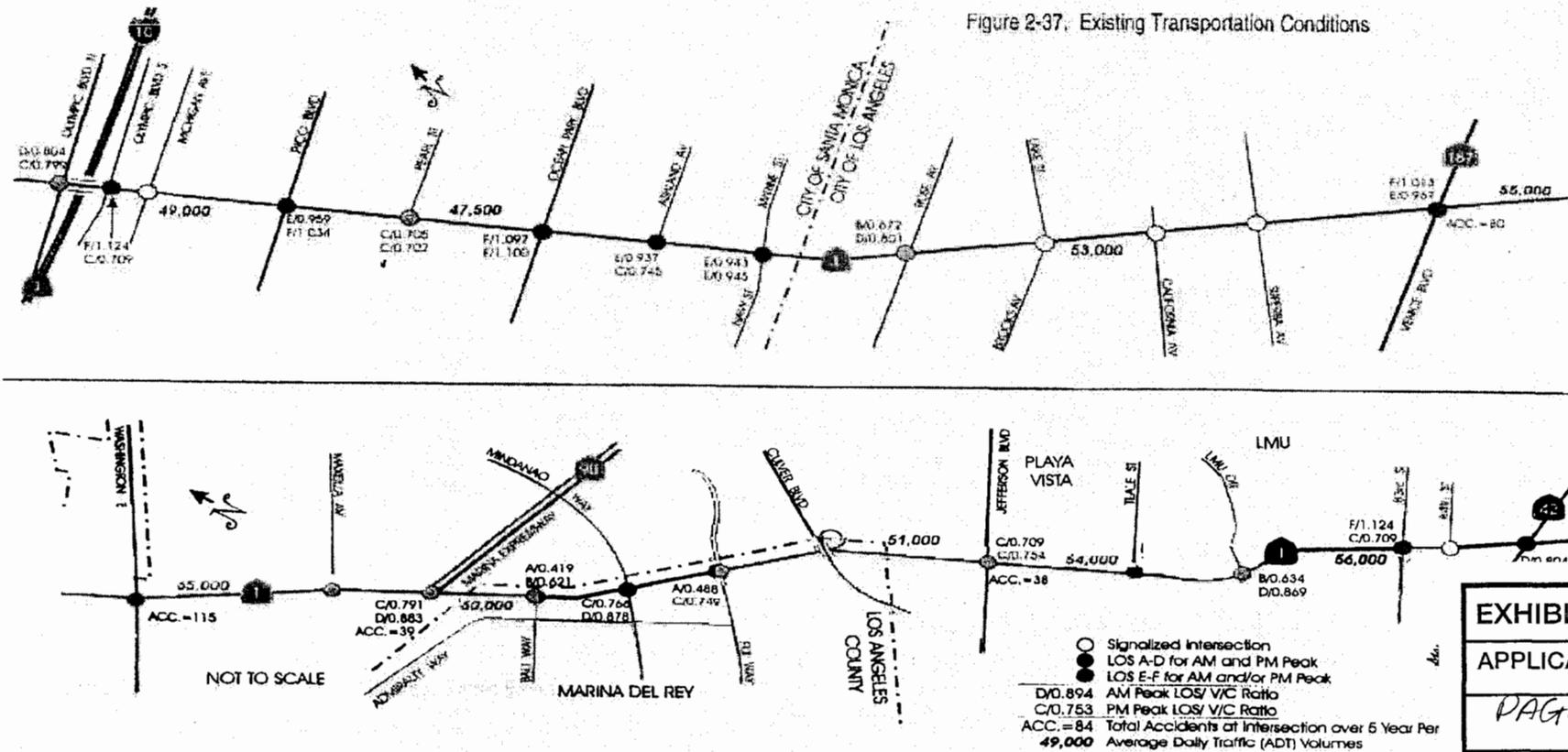


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 APPLICATION NO.
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It is a common misconception that Lincoln Boulevard carries predominantly long distance trips. As part of this study, travel patterns along Lincoln were analyzed. As shown on Figure 2-38, in the PM peak hour, of the 1,300 vehicles entering the corridor traveling southbound only 275, or 21 percent traverse the entire length of the corridor to Manchester Avenue. Similarly, Figure 2-39 shows that, even a smaller percentage of northbound traffic, only 150 vehicle or 8 percent of the nearly 1,880 vehicles that enter the corridor at Manchester Avenue, travel the entire length to Santa Monica.

Vehicles traveling northbound along the corridor only use Lincoln Boulevard for an average of

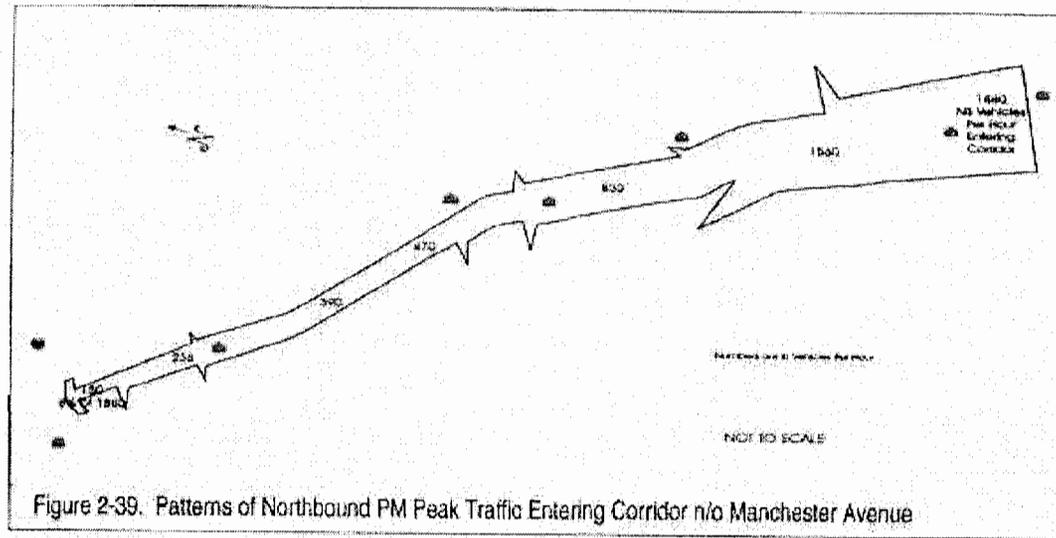


Figure 2-39. Patterns of Northbound PM Peak Traffic Entering Corridor n/o Manchester Avenue

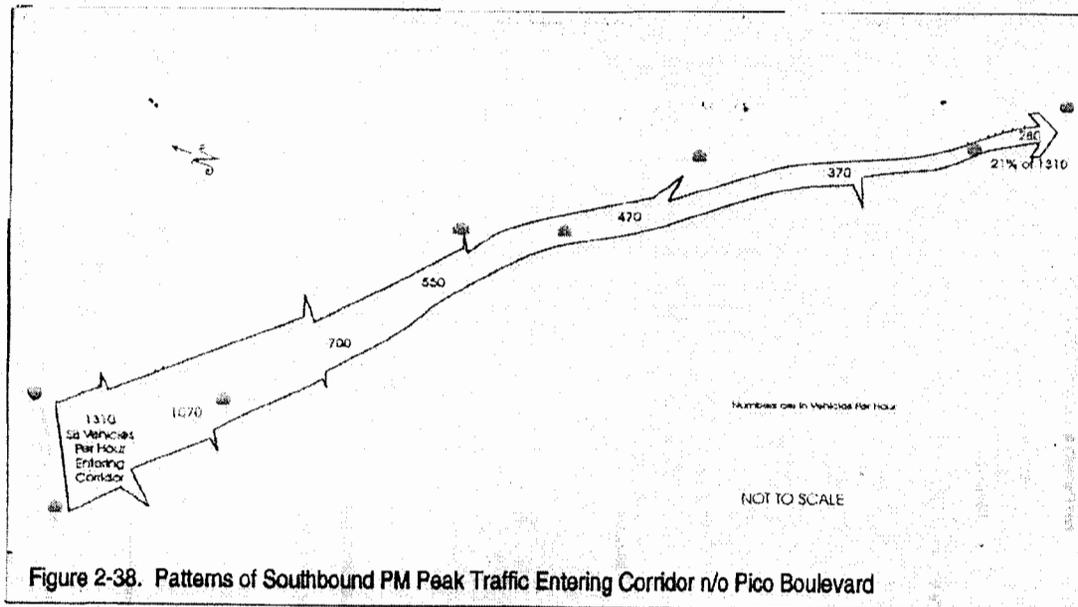


Figure 2-38. Patterns of Southbound PM Peak Traffic Entering Corridor n/o Pico Boulevard

1.5 miles. The average travel distance along the corridor in the southbound direction, is even shorter, at only 1.1 miles. Northbound trips on the corridor, north of Venice have the longest average travel length along the corridor at 2.1 miles and in the southbound direction, trips north of Pico Boulevard have the longest average travel length along the corridor at 1.4 miles. The above data suggests that contrary to common belief, only a small percentage of trips actually use the entire 5-mile length of the corridor on a regular basis.

In other words, there are not significant volumes of through traffic and majority of the users of the corridor have an origin or a destination in the general vicinity of this corridor.

Projected future traffic volumes were analyzed along the study corridor using the latest traffic forecasts by LADOT, which included future growth in the Marina, the Playa Vista project and other regional growth. Evening Peak hour forecasts and expected growth percentages are shown in Figure 2-43. As can be seen, the

highest growth is expected to occur along the southern segments of the corridor, where the new trips from Playa Vista will constitute a large portion of the future growth. South of Culver Drive, it is expected that traffic volumes will experience growths in the order of 90 to over 100 percent, or double the current volumes.

Relatively high growth, in the range of 26 to 29 percent is also expected near Marina Del Rey and SR-90. North of Washington Boulevard, through Venice ranges between 11 and 17 percent and generally growth in the range of 15 to 24 percent in Santa Monica.

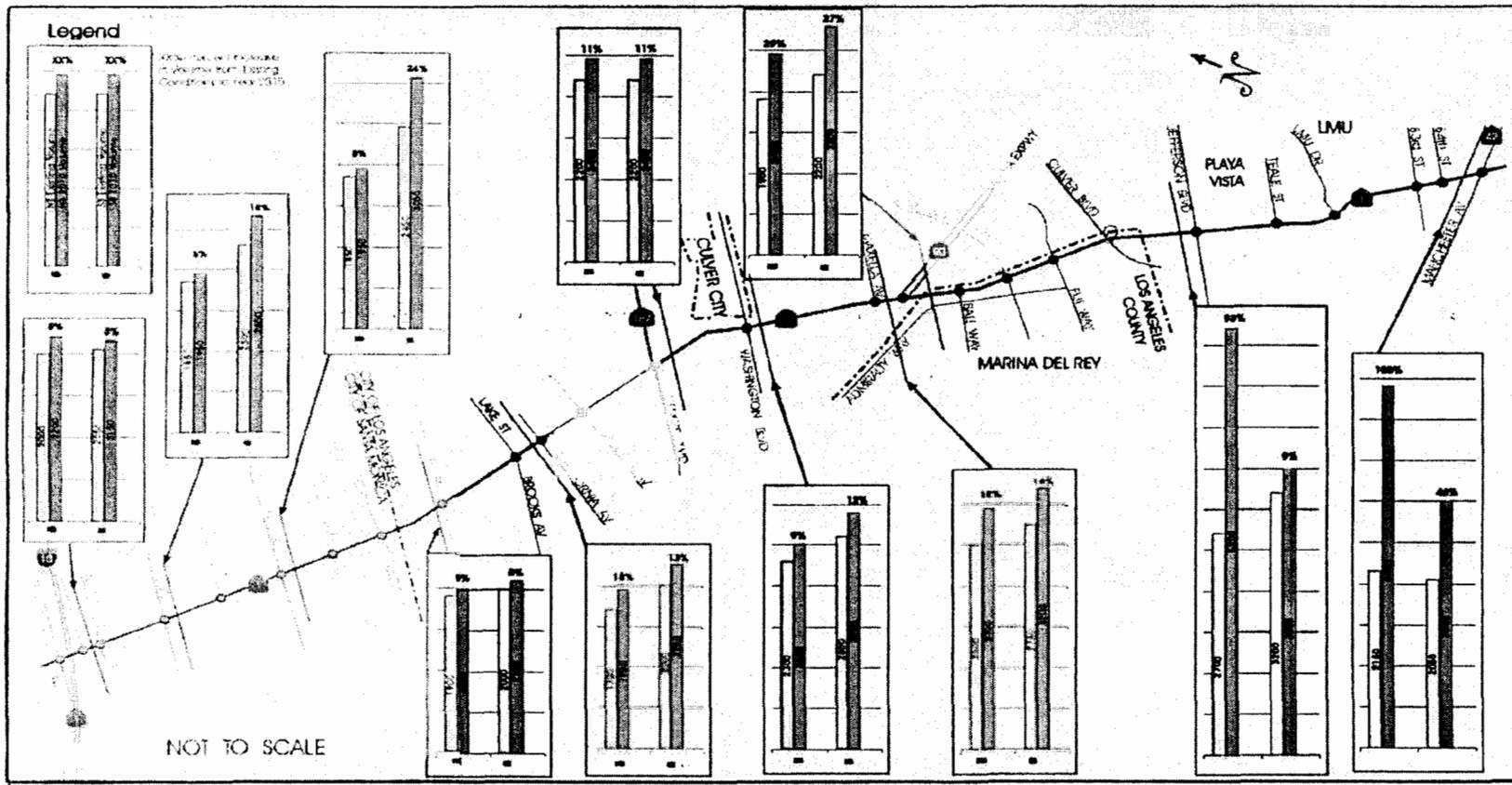


Figure 2-43. PM Peak Hour Volumes - Existing Conditions and Year 2010

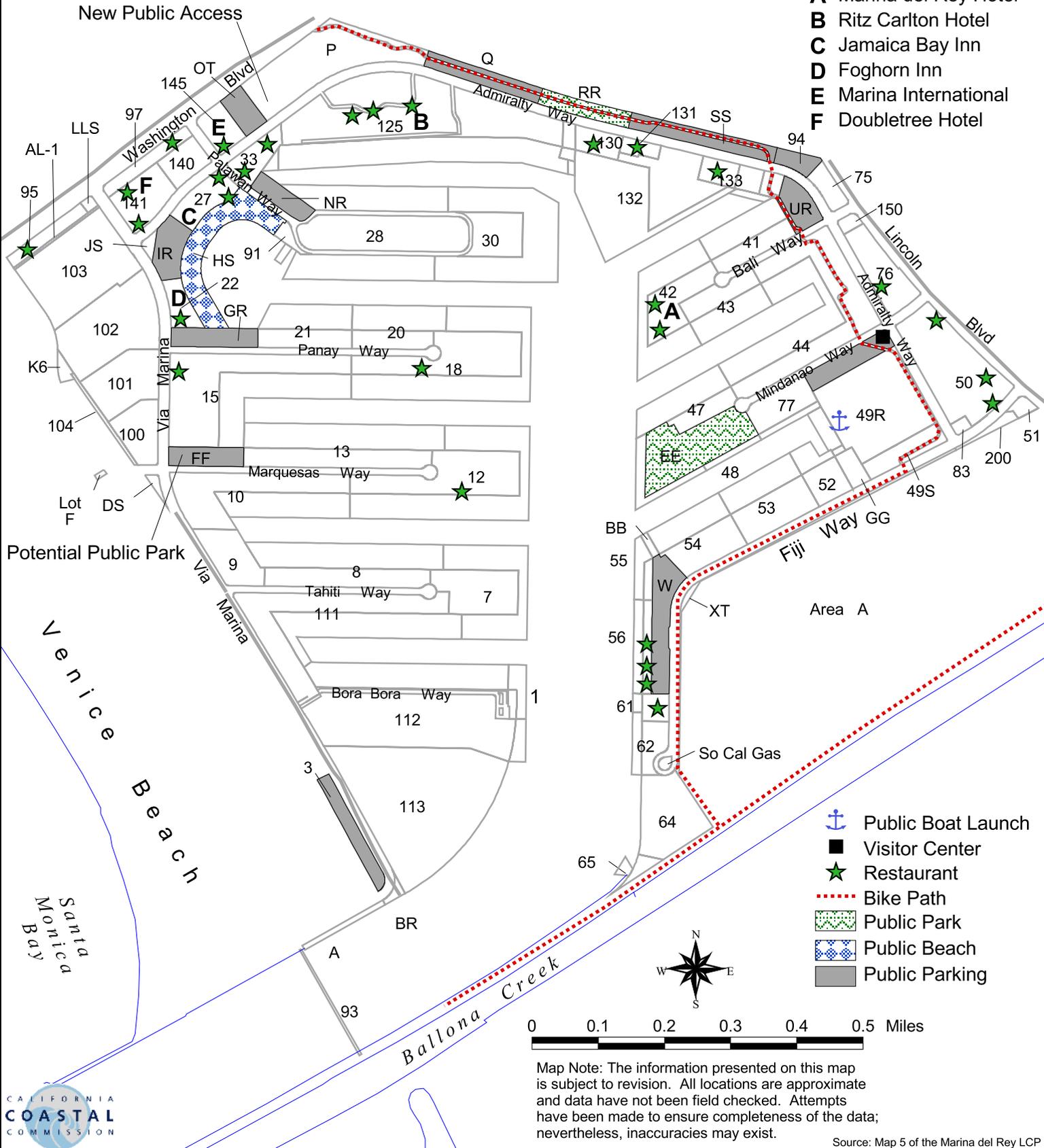
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| EXHIBIT NO. | 7 |
| APPLICATION NO. | |
| Page 3 of 3 | |

Marina del Rey LCP Periodic Review

Visitor-Serving Facilities

Hotels

- A** Marina del Rey Hotel
- B** Ritz Carlton Hotel
- C** Jamaica Bay Inn
- D** Foghorn Inn
- E** Marina International
- F** Doubletree Hotel



Map Note: The information presented on this map is subject to revision. All locations are approximate and data have not been field checked. Attempts have been made to ensure completeness of the data; nevertheless, inaccuracies may exist.



Local Coastal Permits Approved with Public Access



Map Note: The information presented on this map is subject to revision. All locations are approximate and data have not been field checked. Attempts have been made to ensure completeness of the data; nevertheless, inaccuracies may exist.

| Co. Case # | Public Access Requirements |
|------------|--|
| 91-329: | applicant shall take measures to provide uninterrupted public access to the harbor |
| 96-169: | no promenade improvements, but relocation of existing bike path for safety |
| 98-134: | 28 foot promenade in project |
| 98-172: | 28 foot promenade in project |
| 00-39: | 8 foot wide promenade and 4500 sf waterfront park |
| 03-029: | "Marina Entry" feature in project; signage required |
| 03-030: | "Marina Entry" feature in project; replace parking lot with public park; bus turn-out area |

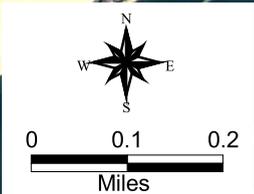


EXHIBIT 10

Attachment A

REVIEW OF STATUS OF TRAFFIC IN THE VICINITY OF MARINA DEL REY

Overview

During the periodic review, interest was expressed by CCC staff as to the continued accuracy of the traffic model upon which the certified Marina del Rey Local Coastal Program (LCP) is based. Specifically, Recommendation #10 calls for a recalculation of the DKS/Barton Aschman models, eliminating Playa Vista Phase II development in Areas A, B and C and eliminating road widening projects that extend or relocate roads onto Playa Vista Areas A, B and C. The County of Los Angeles has conducted research on this question and finds there is no need to build a new traffic model (at an estimated cost of \$70,000-\$100,000) because this information already exists in at least two other models.

Further, an understanding of the County's approach pursuant to the certified LCP, as explained below, shows that the levels of development and mitigation measures in the area have resulted in a better level of service than estimated in the DKS model used in the certified LCP.

The need for a new traffic model

The CCC staff report is based on the impression that the traffic model used in the 1994 DKS study underestimated traffic conditions in the year 2010. The report indicates that with added development and traffic generated in the area, particularly in the City of Los Angeles and Culver City, a new traffic model is needed to more accurately assess current conditions and project future traffic conditions.

There also appears to be an assumption in the report that most developers should use traffic models for the traffic analysis. This is not the case. The vast majority of traffic analyses do not need a traffic model, nor do they warrant the expense of a traffic model. Traffic models are feasible only for very large developments such as Playa Vista and the LAX Master Plan.

Remembering that the DKS model was constructed to ascertain the appropriate mitigation, the key question should be whether the DKS model so understates traffic conditions that the mitigation measures in the LCP will not achieve the desired results.

Determining whether the DKS model understates traffic conditions

To determine if the DKS traffic model underestimated future traffic conditions in the year 2010, the results of the DKS model's volume to capacity (V/C) ratios and levels of service (LOS) at intersections were compared to The Village at Playa Vista 2004 traffic model. Both traffic models had a horizon year of 2010. For comparison purposes, the "Without Mitigation" scenario was used for both findings. Both the DKS and the Playa Vista models included the full buildout of the LCP. Neither model included the SR90 and the Admiralty Way Widening projects for traffic mitigation, as these are not programmed improvements. Importantly, Playa Vista's model further included buildout of the LAX Master Plan, Continental City and LAX Northside, which would tend to increase traffic and identify more impacted intersections.

The table below shows that at every intersection compared, the V/C ratios and LOS for the newer, more comprehensive Playa Vista model were lower, and significantly lower in most cases. The LAX model results, while not included here, show similarly improved levels of service when compared with the DKS model.

DKS Report Model (1994) vs. Village at Playa Vista Model (2004) Levels of Service
2010 PM Conditions Without Mitigation

| Intersection | DKS | | Playa Vista | | Change in V/C |
|---------------------------|------------|------------|-------------|-----|---------------|
| | V/C Alt. 8 | LOS Alt. 8 | V/C | LOS | |
| Via Marina/Washington Bl | 1.39 | F | 1.31 | F | -.08 |
| Via Marina/Admiralty Way | 1.26 | F | 1.13 | E | -.13 |
| Palawan Way/Admiralty Wy | 1.46 | F | 1.15 | E | -.31 |
| Lincoln Bl/Washington Bl* | 1.80 | F | 1.25 | F | -.55 |
| Lincoln Bl/Marina Expy | 1.41 | F | 1.11 | F | -.30 |
| Admiralty Way/Bali Way | 1.30 | F | 1.08 | F | -.22 |
| Lincoln Bl/Bali Way | 1.19 | F | 1.03 | F | -.16 |
| Admiralty Wy/Mindanao Wy | 1.24 | F | 1.15 | F | -.09 |
| Lincoln Bl/Mindanao Way | 1.29 | F | 1.17 | F | -.12 |
| Admiralty Way/Fiji Way | 0.80 | C | 0.66 | B | -.14 |
| Lincoln Bl/Fiji Way | 1.19 | F | 0.93 | E | -.26 |
| Mindanao/Marina Expy EB | 1.35 | F | 0.89 | D | -.46 |
| Mindanao/Marina Expy WB | 1.08 | F | 0.64 | B | -.44 |
| Culver Bl/Jefferson Bl* | 1.48 | F | 0.83 | D | -.65 |
| Lincoln Bl/Jefferson Bl* | 1.47 | F | 1.10 | F | -.37 |

* Intersection has been improved since the 1994 DKS study.

The "With Mitigation" scenario for Playa Vista, which included projects that were funded and committed, would show even lower V/C and LOS levels at several intersections. ATSAAC (allowed by the LCP) and ATCS, which were included in the "With Mitigation" Playa Vista scenario, would further reduce V/C ratios by 0.10 at all

intersections. These values fall well below the congestion projections of the DKS model upon which the LCP is based.

This indicates that the older DKS traffic projections estimated more congested traffic conditions in 2010. An explanation for this apparent “over projection” is found in the different bases for the two models. In 1994 when the DKS model was constructed, potential development included Playa Vista Phase II development in Areas A, B, C and D and the road system associated with the full buildout of Playa Vista. Ten years later, the Playa Vista model included only development in Area D, with a substantial decrease in traffic and fewer impacted intersections. The loss of roadway widenings and extensions which had been contemplated in the DKS model, but not in the 2004 Playa Vista model, did not offset the substantial decrease in traffic from elimination of the originally-contemplated development in Areas A, B and C.

On these facts, no recalculation or new model is necessary to evaluate the development of Marina del Rey in the context of current and projected traffic conditions, because the necessary information already exists, is current, and shows that conditions will be better than the DKS model – and the associated LCP-required mitigation – assumed. The Playa Vista model both presents the scenario desired in the staff report and also reports the corresponding data for each intersection and link studied in the DKS model. In all cases, intersection performance will be better in the year 2010 than what was shown in the DKS model for the LCP.

The County’s approach to traffic studies on individual projects

We believe the assessment of traffic conditions by developers’ traffic studies, without the use of traffic models, works well. This method is used to assess development projects throughout the County. In fact, through this process, the County and the City of Los Angeles have required additional traffic mitigation measures not anticipated in the LCP. For example, a new mitigation traffic improvement may be required of a project as part of its entitlement. Other traffic transportation projects may be undertaken by the City of Santa Monica, City/County of Los Angeles or Caltrans to improve traffic conditions. Examples of these are the implemented Rapid Bus Line (Santa Monica Big Blue Bus Line No. 3) and the planned exclusive bus lane along Lincoln Boulevard. Another example is the addition of dual left turn lanes installed on all approaches of the Lincoln/Washington intersection. In this way, the street system is not wholly dependent on the timing of LCP mitigation alone but also stays in touch with conditions as they presently exist.

Finally, the County’s traffic study guidelines are more stringent in terms of identifying significant impact from development for mitigation funding purposes (as opposed to how “significant impact” is used for CEQA purposes) than existed in 1994. For the DKS study, a development had a significant impact for funding purposes if traffic from the development worsened the V/C ratio to exceed 0.85, mid-range LOS D. This criteria was changed in 1997 to mirror the criteria used by the City of Los Angeles. A determination of significant impact for funding purposes is now based on the incremental change in V/C

at a particular level of service starting from LOS C. For example, at LOS C, a V/C increase of 0.04 results in a significant impact. At LOS D, a V/C increase of 0.02 and at LOS E/F, a V/C increase of only 0.01 is a significant impact for mitigation funding purposes. Today's criteria make it easier for a development to have a significant impact requiring mitigation funding.

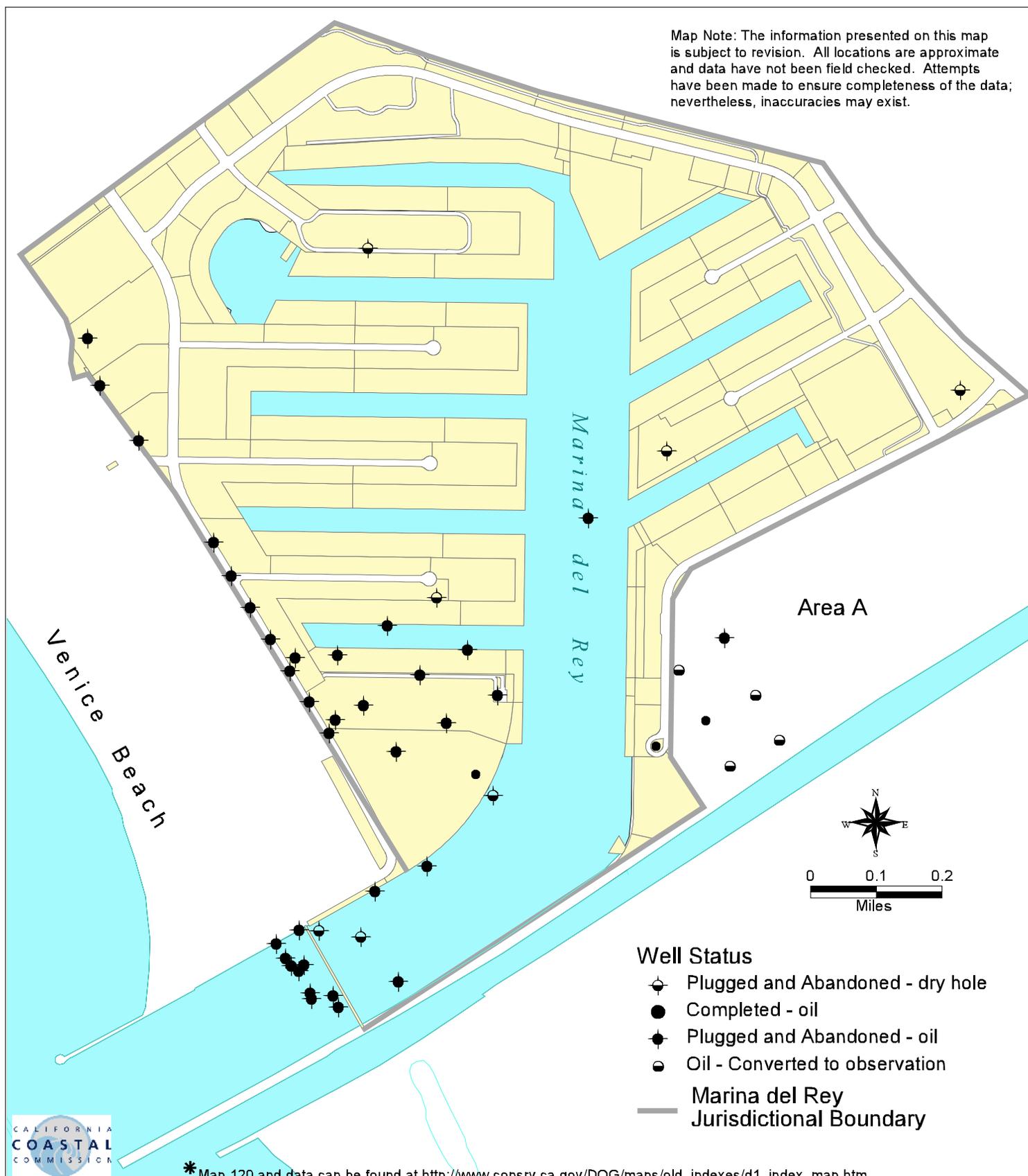
In summary, projected conditions and service levels are better than when the LCP was certified, and traffic studies are more stringent. There is no need to revisit the DKS model because the information already exists.

Marina del Rey
LCP Periodic Review

Location and Status of Oil and Gas Wells

Reproduction of portion of Map 120, CA Dept of Conservation,
Division of Oil, Gas and Geothermal Resources, District 1 *

Map Note: The information presented on this map is subject to revision. All locations are approximate and data have not been field checked. Attempts have been made to ensure completeness of the data; nevertheless, inaccuracies may exist.



Area A

Venice Beach

Marina del Rey



0 0.1 0.2
Miles

Well Status

- Plugged and Abandoned - dry hole
- Completed - oil
- Plugged and Abandoned - oil
- Oil - Converted to observation

— Marina del Rey
Jurisdictional Boundary



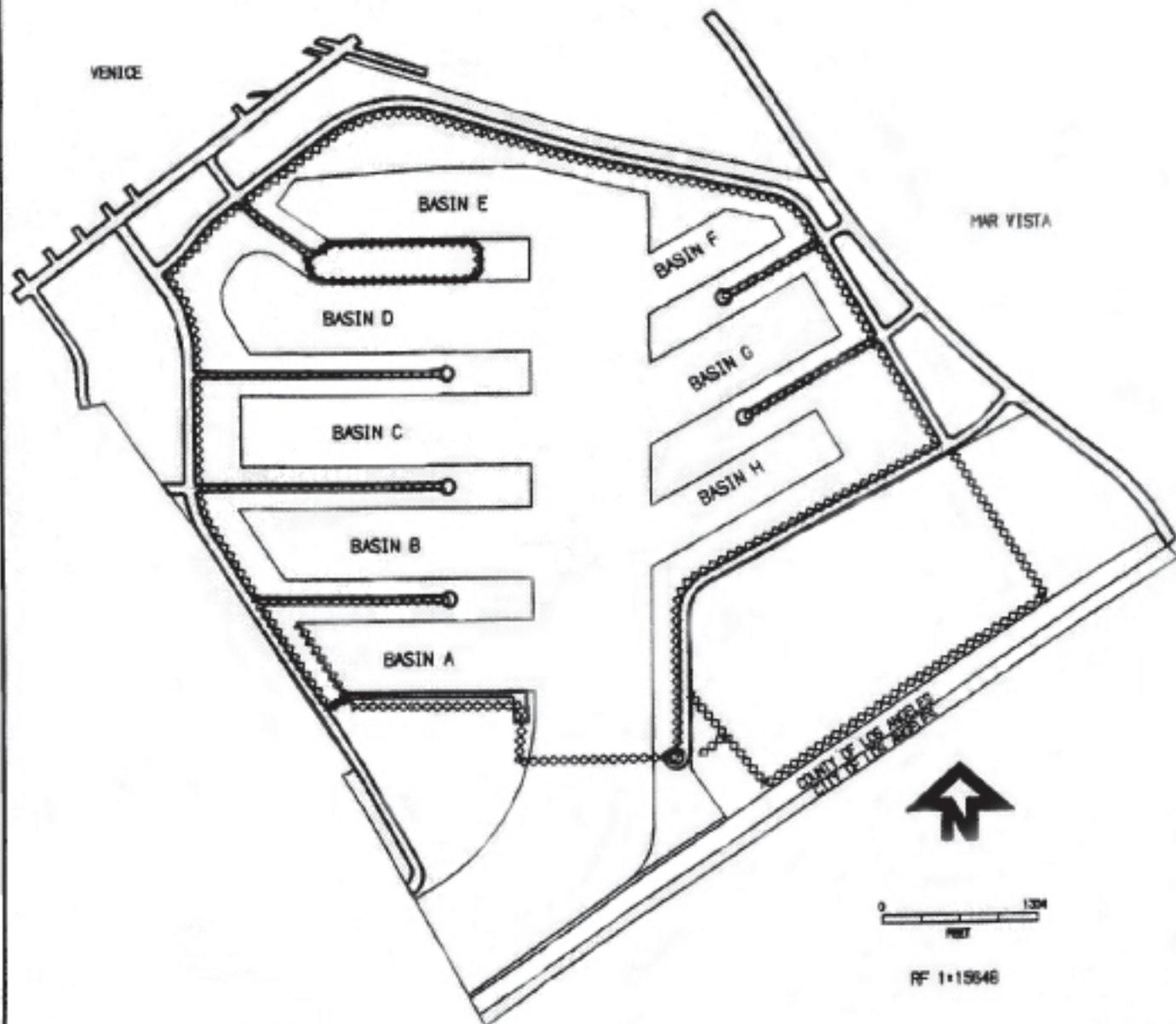
*Map 120 and data can be found at http://www.consrv.ca.gov/DOG/maps/old_indexes/d1_index_map.htm

GAS UTILITY EASEMENTS

MAP 27



EASEMENT OF SOUTHERN CALIFORNIA GAS COMPANY



MARINA DEL REY

LOCAL COASTAL PROGRAM

Potential Resource Assessment Areas

