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STATE OF CALIFORNIA—THE RESOURCES AGENCY

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January 25, 1996

MEMORANDUM

TO: Commissioners and Interested Persons

FROM: Charles Damm, South Coast District Director
Teresa Henry, Assistant District Director
Pam Emerson, Los Angeles County Area Supervisor
Al Padilla, Coastal Program Analyst
James Raives, Coastal Program Analyst

SUBJECT: Revised Findings to support the Commission's May 10, 1995 Denial and Approval with Suggested Modifications of the proposed Amendment No. 1-94 (Major) of the Marina del Rey segment of the Los Angeles County LCP. These findings are Scheduled for Public Hearing and Commission Action at the Meeting of February 7-10, 1996, in San Diego

I. SYNOPSIS

In December 1994, the County of Los Angeles requested to amend the existing certified Local Coastal Program (the "certified LCP") for the Marina del Rey segment of its coastal zone. The proposed Land Use Plan amendment (the "proposed LUPA") would modify the land use designations and development standards affecting both the existing Small Craft Harbor in Marina del Rey and an adjoining undeveloped area known as Playa Vista Area A. (Exhibit 3 shows the existing Small Craft Harbor in relation to Area A.) The request would also amend the certified Local Implementation Program (the "certified LIP") for the Marina del Rey segment and provide a new Local Implementation Program (the "proposed LIPA") pertaining to the Area A segment, where there is no certified Local Implementation Program. On March 9, 1995, the California Coastal Commission (the "Commission") approved segmentation of Marina del Rey from Playa Vista Area A. On May 10, 1995 the Commission denied the proposed LCPA as submitted and then approved the proposed LCPA with suggested modifications (the "proposed LCPA, as modified").

The Local Coastal Program amendment request (the "proposed LCPA") approved by the Commission applies solely to publicly owned Marina del Rey, an existing, developed 804-acre Marina. The LCPA would provide land use designations and standards that would apply when, among other things, lessees of developed parcels seek to redevelop, intensify or convert any structure in Marina del Rey, and when the County or new leaseholder undertakes development of vacant Parcel 9.

The Commission adopted its staff's suggested modifications to the proposed LCPA addressing the following issue areas: public shoreline access, recreation and visitor-serving facilities, recreational boating, marine resources, diking, dredging and shoreline structures, cultural heritage resources, coastal visual resources, traffic circulation, hazards to development and public works. The Commission staff's suggested modifications to the proposed LCPA were presented as a cross out and underline version of the proposed LCPA as submitted by the County. An addendum to the Commission staff's original suggested modifications to the proposed LCPA was distributed at the hearing. The Commission adopted the language offered by the County in four related documents the four issues of height, open space, view corridors and hotel use on Parcel 9. The County provided information supporting its policy language in oral testimony, letters and other documents, attached as exhibits to this document.

SUMMARY OF STAFF RECOMMENDATION.

The staff recommends that the Commission adopt the following revised findings in support of the Commission's action denying the proposed LCPA amendment for the Marina del Rey segment, as submitted, and approving the proposed LCPA, as modified.

The revised findings, contained in Part 1, include the findings for denial of the proposed LUPA and the proposed LIPA as submitted, and the findings for certification of the proposed LUPA and the proposed LIPA, as modified. The proposed LUPA, as modified and the proposed LIPA, as modified, are provided for the Commission's reference under separate cover as Parts 2 and 3. The exhibits referenced in the findings are included under separate cover as Part 4.

ADDITIONAL INFORMATION.

For further information, please contact Al Padilla or Pam Emerson at the South Coast District Office of the Coastal Commission at (310) 590-5071. Copies of the proposed LUPA, as modified, and the proposed LIPA, as modified, are available at the Commission offices or from George Malone at the Los Angeles County Department of Regional Planning at (213) 974-6427.

II. MOTION ADOPTING REVISED FINDINGS FOR DENIAL OF THE PROPOSED LCPA FOR THE MARINA DEL REY SEGMENT AND APPROVAL OF THE PROPOSED LCPA, AS MODIFIED.

Following a public hearing, staff recommends the Commission adopt the following motion.

Motion: I move the Commission adopt the following revised findings in support of the Commission's denial of proposed amendment 1-94 to the Marina del Rey LCP and its approval with suggested modifications.

The Commission adopts the following resolutions and findings.

Commissioners voting Resolution I (approval of proposed LUPA as submitted):

Yes: None
No: Chairman Williams, Commissioners Calcagno, Doo, Hisserich, Flemming, Giacomini, Glickfeld, Karas, Rick, Staffel, and Vargas

Commissioners voting Resolution II (approval of proposed LUPA as modified):

Yes: Chairman Williams, Commissioners Calcagno, Doo, Flemming, Karas, Rick, Vargas, and Staffel
No: Commissioners Hisserich, Giacomini and Glickfeld

Commissioners voting Resolution III (approval of proposed LIPA as submitted):

Yes: None
No: Chairman Williams, Commissioners Calcagno, Doo, Hisserich, Flemming, Giacomini, Glickfeld, Karas, Rick, Staffel, and Vargas

Commissioners voting Resolution IV (approval of proposed LIPA as modified):

Yes: Chairman Williams, Commissioners Calcagno, Doo, Flemming, Karas, Rick, Vargas, and Staffel
No: Commissioners Hisserich, Giacomini and Glickfeld

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PART 4. EXHIBITS (ATTACHED)

III. EXECUTIVE SUMMARY

A. IDENTIFICATION OF MAJOR ISSUES RAISED BY PROPOSED LCPA AND SUGGESTED MODIFICATIONS.

The County of Los Angeles submitted the proposed LCPA for Marina del Rey to the Commission in December 1994. Staff reviewed the proposed LCPA and recommended that, as submitted, the LCPA was not consistent with the Coastal Act and must be denied. The Staff also suggested modifications to make certain policies and implementation measures consistent with the Coastal Act. At the Commission's May 10, 1995 public hearing, additional modifications were suggested to further ensure the proposed LCPA's consistency with the Coastal Act. The major areas affected by the modifications included public shoreline access, recreation and visitor-serving uses, traffic circulation, and building height and view corridors. The following summarizes the major issues raised by the proposed LCPA and the Commission's suggested modifications.

1. Public Shoreline Access.

The proposed LCPA continues to require a 20-foot wide pedestrian promenade adjacent to the Marina upon redevelopment of waterfront parcels. Because of fire protection requirements, this promenade is also a fire and emergency access road. The Fire Department prohibits benches and other pedestrian amenities in its fire accessways. Lacking such amenities, the proposed promenades may not be used by pedestrians and would fail to meet the Public Access and Recreation policies of the Coastal Act.

As approved with suggested modifications, developers would be required to provide additional viewing and seating areas for the public along bulkheads in addition to the 20-foot walkway, when redeveloping existing uses or adding new uses. Residential uses would also be encouraged to provide Visitor-Serving uses, such as yogurt and coffee bars and other small scale commercial uses, open to the public and accessible from the walkways. Finally, as approved with suggested modifications, the proposed LCPA requires the reservation of public access and view areas on all parcels adjacent to the water when the County extends or revises the leases for purposes of redevelopment. These revised policies will protect and enhance public access and recreation consistent with Chapter 3 of the Coastal Act.

2. Recreation and Visitor-Serving Issues.

The land described in the proposed LCPA is suitable for recreation. This publicly owned Marina was acquired and developed with public funds for public purposes. The Coastal Act identifies land adjacent to waterways as suitable for recreation and recreation support uses. Since the land in the Marina is adjacent to waterways, the Marina is conveniently located to provide support for beach recreation. The Marina is located within a half mile of the beach and is directly linked to the South Bay bike trail, which extends along the beach from Torrance to Pacific Palisades. Marina del Rey is near both Venice Beach and Santa Monica State Beach, two of the most heavily used beach areas in the State, attracting millions of visitors every year.

a) Adequacy of Proposed Public Recreation.

The proposed LCPA modifies the development mix of the Marina from that approved in the certified LCP, increasing residential use, shifting the location of hotels, reducing the number of hotel parcels and increasing potential park parcels. After redevelopment, private non-priority residential use would constitute slightly less than half of the developed leasehold land in the Marina. The proposed LCPA increases the number of potential additional residential units (over the 5,236 presently in place) from 1,500 in the certified LCP to 2,660. The proposed LCPA also reduces the number of new hotel rooms from 1,841 in the certified LCP to 905. (Of the 1,841 hotel rooms designated in the certified LCP, however, 767 have been built, so that the remaining development potential for hotel rooms under the certified LCP is, in fact, only 1,074). However, the proposed LCPA would reduce additional office uses from 200,00 sq. ft. to 58,000 sq. ft.. These changes in the land use mix raise issues of consistency with the Recreation policies of the Coastal Act that give priority to public recreational uses over residential and office uses.

The proposed LCPA would provide 12.9 acres of new recreational land, including a two-acre walkway along the banks of a 10.9-acre flood control pond. The designation of land for residential development and the provision of adequate parkland raises issues of consistency with the Recreation and Visitor-Serving policies of the Coastal Act.

The Commission found that the additional land designated for public day use parks in the proposed LCPA provided adequate public park land. With regard to funding of the identified new parks, the Commission supported the proposed LCPA policy to provide for public recreation according to the Coastal Improvement Fund provisions of the

Specific Plan. The proposed LCPA, as modified, would reduce the number of potential residential units from 2,660 to 2,495 (including 75 congregate care units). As modified, Parcel 9 would maintain its Hotel designation. Additional modifications protect existing recreation support uses on residentially zoned parcels.

As modified, the proposed LCPA requires developers to provide either fully enclosed private recreation land at a standard of three acres for every 1,000 new residents, or pay in-lieu fees at a cost of $600 per new residential unit to provide an equivalent amount of public park land. As modified, the proposed LCPA provides recreation consistent with the policies of the Coastal Act.

b) Potential Loss of Publicly owned parking lots and other Recreational Support Facilities.

The proposed LCPA would permit several public parking lots to be used for residential and other visitor-serving uses, although the proposed LCPA requires any parking spaces eliminated by a change in use to be replaced as a condition of development. Specifically, under the proposed LUPA, Parcel OT would be designated to Residential, Parcel UR would be redesignated Marine Commercial, Parcel 94 would be redesignated to Office uses and Parcel W would be redesignated Visitor-Serving Commercial. One parking lot, Parcel FF, would be redesignated a public park, a higher-priority recreation use.

As approved with suggested modifications, only Parcel UR would be redesignated to another use, Marine Commercial, which would permit development with a ferry terminal and is consistent with Coastal Act policies requiring that coastal lands be developed with coastal-dependent uses. Parcel FF would be redesignated to Open Space, a higher-priority use. Any parking lost as a result of the conversion of Parcels UR and FF must be replaced. Parcels 49, OT, 94 and W would be preserved for public parking, consistent with the Recreation policies of the Coastal Act.

c) Conversion of Recreation Support Boating Uses to Other Uses.

The proposed LCPA allows parcels leased to concessionaires for boat storage purposes to be redeveloped as Marine Commercial, a land use category that includes office uses. (See Table 4, Comparison of Selected Recreation and Boating Facility Parcels.) The

proposed LCPA designation would not protect boating facilities, and would allow non-coastal-dependent office uses.

As approved with suggested modifications, the public launch ramp (Parcel 49R), the public boat storage (Parcel 49S) and the dinghy launch (Parcel 91) would remain designated boat storage and would not be allowed to develop with more intensive uses. The public parking (Parcel 49M), the mast-up storage (Parcel 77), and the UCLA rowing site (Parcel 65) would be redesignated Boat Storage. Commercial and residential development would be required to protect boater parking and other boating support uses on redevelopment. As modified, the proposed LCPA protects boating consistent with the policies of the Coastal Act.

d) Lower-Cost Recreation Facilities and Accommodations

The Coastal Act requires that lower-cost recreation facilities be provided and protected. The certified LCP identified a site for a youth hostel and required the assessment of an in-lieu fee on all market rate residential and all hotel developments in order to fund the construction of such a facility in the area. A youth hostel that mitigated previous hotel development was constructed and commenced operations in the early 1990's.

The land uses set forth in the proposed LCPA do not provide any sites for lower cost overnight facilities. Although the proposed LUPA creates a waterfront overlay zone which would allow lower cost visitor serving and recreation uses on land designated for other primary land uses, none of the zoning categories permit youth hostels, RV parks or campgrounds. Thus as proposed the LCPA does not ensure the availability of lower cost accommodations consistent with Section 30213 of the Coastal Act.

As approved with suggested modifications, the proposed LCPA requires lower-cost overnight accommodations to be provided. A youth hostel is an allowable use in the Visitor-Serving Commercial and the Hotel land use categories. As modified, the proposed LCPA would expand the land uses permitted by the WOZ to include youth hostels. The proposed LIPA as modified provides that either one-fourth of the land on any site developed for a hotel concession be reserved and developed for a youth hostel or other lower-cost overnight facility, or that the County require an in-lieu fee for development of a lower-cost facility such as a hostel, lower-cost conference center or recreational vehicle park. This implementation measure is adequate to carry out the policy for provision of lower-cost overnight accommodations and is consistent with Coastal Act policies related to lower-cost visitor-serving facilities.

3. Traffic Circulation.

Both the certified LCP and the proposed LCPA address traffic impacts on both internal roads and on the subregional traffic system. However, the certified LCP required the construction of the Marina Bypass, considered the Marina del Rey's fair share of subregional improvements needed to mitigate both internal and off-site impacts. The certified LCP required this improvement to be funded before any significant redevelopment in the marina could take place. The LCP estimated that these improvements would accommodate another 2400 peak hour trips. Based on this new capacity, the certified LCP limits new development to no more than would create 2400 peak hour trips.

Under the certified LUP each parcel is allocated a maximum redevelopment potential based on the land use designation assigned to that parcel. Based on traffic capacity, no more than 1,500 additional residential units and 1,800 hotel rooms may be constructed. A second cap further limits build-out below zoning capacity-- all new development may generate no more than 2,400 additional peak hour vehicle trips (this maximum number of peak hour trips permits less development than the total potential development based on zoning).

The proposed LCPA deletes the Marina Bypass because no agreement to construct it has been reached between the County and the City of Los Angeles, in whose jurisdiction the Bypass is located. Also, no agreement for funding the road has occurred. Instead, the proposed LCPA allows the County to impose site-specific traffic mitigation on internal roads, and to impose either off-site traffic mitigation or the payment of in-lieu fees as determined during the environmental review analysis for individual developments.

To enable Marina streets to accommodate new development, the proposed LCPA adds a lane to Admiralty Way and widens and improves selected intersections of Marina streets along Lincoln Boulevard and along Admiralty Way. If all traffic mitigation measures are constructed, the improved internal streets can accommodate all of the proposed potential development. The proposed LCPA further limits potential redevelopment in each of the 14 Development Zones to the number of trips that can be accommodated by the planned internal improvements.

The proposed LCPA would change the timing for street improvements. Street improvements would no longer be delayed while developers wait for the County to implement a major funding agreement or a special district. Individual developers would

be able to begin construction as soon as the developer and the Board of Supervisors agree on a schedule of road improvements that are determined to be needed within the Marina to accommodate the development, and financing of road improvement construction.

However, the proposed LCPA is inconsistent with and inadequate to carry out Coastal Act policies that address traffic and coastal access because additional development could be permitted without ensuring that traffic improvements necessary to mitigate the increased traffic would be in place. First, the lack of specific criteria for studies could result in inconsistencies in individual developers' traffic studies, which might be based on different methodologies. The differences could result in uneven, inadequate evaluation of the impacts of some development. Secondly, as submitted, the LCPA does not require that internal and subregional traffic impacts would be mitigated concurrent with redevelopment. As such developemnt could proceed without the traffic cpacity to accommodate it. Thirdly, the LCPA does not include explicit requirements to mitigate impacts on the approach roads to Marina del Rey. The absence of these requirements and the lack of consultation with the City of Los Angeles and with the Department of Transportation, could result in development without construction of needed improvements to the subregional traffic system.

Finally, there is no land identified within the Marina for any subregional traffic mitigation even though a Route 90-Admiralty Way connector is under discussion between the City and the County. The proposed LCPA does not require specific improvements for subregional routes, but allows the County to impose site-specific mitigation on internal roads and either site-specific mitigation or the payment of in-lieu fees for development of off-site mitigation as part of the environmental review process. The mitigation is not proposed to be made a specific condition of a coastal development permit.

As approved with suggested modifications, the proposed LCPA now provides that 1) development in the Marina must pay its fair share of regional traffic improvements, 2) occupancy of new development cannot occur within the Marina until street capacity to serve it is in place, 3) development represneting no more no more than half the vehicle trips anticipated in the proposed LCPA may occur before the County, Caltrans and the City of Los Angeles agree to specific traffic mitigation measures addressing subregional traffic problems and construction of such mitigation is commenced, and 4) detailed, consistent criteria are prescribed for traffic studies and mitigation measures which must take into account the plans of neighboring jurisdictions. The LCPA, as modified, is consistent with the Coastal Act.

4. Building Height Increases.

The proposed LCPA contains a height/view corridor concept which allows increased heights in direct relation to increased view corridors as an incentive to enlarge view corridors. The LCPA mandatory view corridor with height incentives is intended to encourage development which opens up and increases views. The proposed LCPA no longer relies on the 40% view corridor established in the certified LCP for moles[1/] and loop roads because the requirement could be reduced to 20% by the Director of Planning if the site could not physically accommodate such a corridor.

However, possible adverse effects of wind patterns caused by increased heights and view corridors have not been studied and could have a negative impact on recreational boaters. The increased heights would create the potential for shadows over the Marina Beach. The permitted height of 45 feet, while applicable to most leasehold parcels, is not appropriate for structures on open space parcels.

The proposed LCPA, as modified, would allow increased heights based on the larger view corridors. On some parcels changed land use designations have resulted in increased height. However, significant additional height will be allowed only after all significant adverse impacts, including cumulative impacts on winds for sailing and on shadowing of the Marina beach, have been fully mitigated. The proposed LCPA, as modified, also requires that the maximum height for structures designated Open Space be reduced from 45 to 25 feet. As modified, the new height and view corridor incentive policies are consistent with the Coastal Act.

B. PROCEDURAL REQUIREMENTS.

1. Standard of Review.

The standard of review for land use plans, or their amendments, is found in Section 30512 of the Coastal Act. This section requires the Commission to certify an LUP or LUP amendment if it finds that it meets the requirements of Chapter 3 of the Coastal Act, which states:

1/ A mole is one of several extensions of land out into the main harbor of Marina del Rey designed to serve as piers and sites for anchorages. The land area of most Marina moles is extensive enough to permit substantial development to occur.

Section 30512

> (c) The Commission shall certify a land use plan, or any amendments thereto, if it finds that a land use plan meets the requirements of, and is in conformity with, the policies of Chapter 3 (commencing with Section 30200). Except as provided in paragraph (1) of subdivision (a), a decision to certify shall require a majority vote of the appointed membership of the Commission.

Pursuant to Section 30513 of the Coastal Act, the Commission may only reject zoning ordinances or other implementing actions, as well as their amendments, on the ground that they do not conform with, or are inadequate to carry out, the provisions of the certified land use plan. The Commission shall take action by a majority vote of the Commissioners present.

2. Public Participation.

The County held numerous public hearings before both the Planning Commission and the Board of Supervisors with regard to the various components of the amendment request. All local hearings were duly noticed to the public consistent with Sections 13552 and 13551 of the California Code of Regulations which require that notice of availability of the proposed draft LCPA be made six weeks prior to final local action. Notice of the LCP amendment was distributed to all known interested parties. Additional information regarding the Board of Supervisors and Regional Planning Commission hearings is available in the Commission staff report dated April 21, 1995.

C. Previously Adopted Resolutions.

On May 10, 1995, the Commission adopted the following resolutions:

RESOLUTION I (Resolution to deny certification of the County of Los Angeles' Marina del Rey Land Use Plan Amendment 1-94 for the Marina del Rey Segment, as submitted)

> The Commission hereby denies certification of the County of Los Angeles' Land Use Plan Amendment 1-94 for the Marina del Rey segment and

adopts the findings stated below on the grounds that the amendment will not meet the requirements of and conform with the policies of Chapter 3 (commencing with Section 30200) of the California Coastal Act to the extent necessary to achieve the basic state goals specified in section 30001.5 of the Coastal Act; the land use plan, as amended, will not be consistent with applicable decisions of the Commission that shall guide local government actions pursuant to Section 30625(c); and certification of the land use plan amendment does not meet the requirements of Section 21080.5(d)(2)(I) of the California Environmental Quality Act, as there would be feasible measures or feasible alternatives which would substantially lessen significant adverse impacts on the environment.

RESOLUTION II (Resolution to approve certification of the County of Los Angeles' Land Use Plan Amendment 1-94 for the Marina del Rey segment, if modified)

The Commission hereby certifies the amendment request to the County of Los Angeles Land Use Plan Amendment 1-94 for the Marina del Rey segment and adopts the findings stated below on the grounds that the amendment, approved with the suggested modifications approved by the California Coastal Commission as described below, will meet the requirements of and conform with the policies of Chapter 3 (commencing with Section 30200) of the California Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act; the land use plan, as amended, will contain a specific access component as required by Section 30500 of the Coastal Act; the land use plan, as amended, will be consistent with applicable decisions of the Commission that shall guide local government actions pursuant to Section 30625(c); and certification of the land use plan amendment does meet the requirements of Section 21080.5(d)(2)(I) of the California Environmental Quality Act, as there would be no feasible measures or feasible alternatives which would substantially lessen significant adverse impacts on the environment.

RESOLUTION III (Resolution to deny certification of the County of Los Angeles' LCP Implementation Plan Amendment 1-94 for the Marina del Rey segment, as submitted)

The Commission hereby denies certification of the County of Los Angeles Implementation plan Amendment 1-94 for the Marina del Rey segment on the grounds that the amendment does not conform with, and is inadequate

to carry out, the provisions of the certified Land Use Plan. There are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impacts which the approval of this implementation measure will have on the environment.

RESOLUTION IV (Resolution to approve certification of the County of Los Angeles Implementation Plan Amendment 1-94 for the Marina del Rey segment, if modified)

The Commission hereby approves certification of the County of Los Angeles Implementation Plan Amendment 1-94 for the Marina del Rey segment, if modified, in conformity with the suggested modifications approved by the California Coastal Commission as described below on the grounds that, as modified, the amendment conforms with, and is adequate to carry out, the provisions of the certified land use plan. There are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impacts which the approval would have on the environment.

IV. REVISED FINDINGS FOR DENIAL OF LCPA 1-94, MARINA DEL REY SEGMENT, AS SUBMITTED, AND FINDINGS FOR APPROVAL OF LCPA 1-94, MARINA DEL REY SEGMENT, WITH SUGGESTED MODIFICATIONS.

A. BACKGROUND INFORMATION CONCERNING CERTIFIED LCP AND PROPOSED LCPA.

1. Area Description and Local Coastal Program History.

The proposed LCPA 1-94 includes land use designations and standards to guide redevelopment of an existing publicly owned recreation area. The Marina is a developed public Marina which covers approximately 804 acres of land and water in the County of Los Angeles. It is located between the coastal communities of Venice and Playa del Rey. The Marina is owned by Los Angeles County and operated by the Department of Beaches and Harbors. (See Exhibits 1 and 2.)

The land area of the Marina is developed with boat storage, yacht sales, public parking lots, apartments, hotels, yacht clubs, restaurants, retail stores and offices. Within the Marina, most structural improvements have been made by private entrepreneurs, operating under long-term land leases. A total of 56 leases were awarded in the early and mid 1960's. The developers were required to construct improvements on unimproved parcels in conformance with authorized uses designated in their leases and pursuant to a master plan for the Marina. Lease payments were tied to the income actually collected from the approved use, and granted a reasonable return from the funds invested in constructing the improvements. Most, but not all, of the lessees provide a ten-foot wide public access easement along the water. Most existing leases will expire after 2020.

Within the existing Marina, development has occurred on all but one leasehold parcel (Parcel 9). The existing development is generally referred to as Phase I development. Redevelopment, intensification, or conversion of these initial uses on leased parcels is the subject of the proposed LCPA for Marina del Rey and is generally known as Phase II development. The one parcel that is not developed, Parcel 9, is held by the County as a result of a bankruptcy proceeding.

In January 1984, the Commission approved the Land Use Plan (the "LUP") portion of the Marina del Rey/Ballona segment of the County of Los Angeles Local Coastal

Program, with suggested modifications. The approved Marina/Ballona segment encompassed approximately 1507 acres south of Venice, comprising an 804 acre developed County-owned marina and associated lands, 560 acres of undeveloped private property known as Playa Vista, acres of land controlled by the Gas Company and 92 acres of publicly operated flood control channel (Ballona Creek). The County adopted changes that incorporated the Commission's suggested modifications. On October 10, 1984, the Executive Director reported the County's adoption of the changes to the Commission and the LUP was effectively certified.

In 1985, the City of Los Angeles annexed approximately 703 acres of the LCP area, including certain public streets, the Gas Company property, a 458 acre portion Playa Vista Areas "B" and "C," (see Exhibit 3) as well as other undeveloped areas outside the coastal zone. In 1986, the County resubmitted the applicable policies of the previously certified LUP to the Commission, requesting that the Commission again approve the LUP policies that related to areas still under County jurisdiction, including the 139 acre Area "A" (Playa Vista) and the existing Small Craft Harbor. The Commission certified the County of Los Angeles Marina del Rey Land Use Plan as submitted on December 9, 1986.

In the spring of 1990, the County submitted implementation ordinances for the Marina segment only, not including Area A. On September 2, 1990, the Commission approved segmentation of Area A and the developed Marina and approved the Local Implementation Plan for Marina del Rey with suggested modifications. The County accepted these modifications and the Commission certified the LCP for Marina del Rey on December 13, 1990. The Commission has never reviewed or certified a Local Implementation Plan for the Area A segment.

The certified LCP for the Marina segment has three objectives: 1) to enhance the recreational potential of the Marina as the Marina redevelops, 2) to assure that redevelopment does not take place before funding of the Marina Bypass, which is a traffic improvement designed to mitigate the subregional traffic impacts of Phase II development, and 3) to provide for residential and office development while encouraging visitor-serving and hotel development.

Within Marina del Rey, the certified LCP allows for the potential development of 1,841 new hotel rooms, 1,500 new residential units, and 200,000 square feet of office uses. It preserves existing boating oriented concessions and public parking. On redevelopment, it requires 40% view corridors (which requirement could be waived if not feasible due to the physical constraints of the site) and 20-foot wide pedestrian

promenades along all bulkheads. The certified LCP establishes height limits and land use designations consistent with the original marina del Rey master plan, which provided for a "bowl concept" with high rise development on the periphery, and lower buildings adjacent to the water and beaches. The certified LCP also established an in-lieu fee program applicable to market rate residential units and hotels in order to fund a lower cost accommodation, a youth hostel.

Based on a traffic study encompassing both undeveloped and developed areas of the subregion, the certified LCP established limits on development according to traffic impacts, and required that developers mitigate internal traffic impacts by improving several intersections and, in cooperation with all leaseholders, mitigate cumulative impacts on nearby highways by constructing the Marina Bypass. Under the certified LCP, each parcel with development potential was allocated a maximum potential development based on the land use designation assigned to the parcel. However, two development caps based on traffic capacity also limited this potential. The first cap was a Marina-wide limit on the development potential of each land use category. For example, the number of additional residential units was limited to 1,500 and the number of additional hotel rooms was limited to 1,841. (Of the 1,841 hotel rooms designated in the certified LCP, however, 767 have been built, so that the remaining development potential for hotel rooms under the certified LCP is only 1,074). The second cap limited total potential development of all kinds, based on the maximum number of peak hour vehicle trips (2,400 trips) that new development in all categories combined could generate.

The certified LCP also required all Marina leaseholders and the County Department of Beaches and Harbors, as landowner, to enter into a binding agreement to fund the Marina Bypass. Because the City of Los Angeles and the County were unable to reach agreement on the Bypass route, which is within the jurisdiction of the City, the Bypass has never been constructed, resulting in significant development delays in Marina del Rey.

2. Summary of Proposed LUPA and Comparison with Certified LCP.

The proposed LUPA continues to limit total redevelopment based on traffic capacity. Total redevelopment is limited to the number of dwelling units (including congregate care units), restaurant seats, hotel rooms and commercial development described above. This redevelopment is allocated among 14 Development Zones, based on local street

capacity expected once the street improvements required in the proposed LUPA are constructed. The development potential of each zone is based on the total traffic capacity of the Marina and the traffic capacity of the streets in the zone in which the development is located. Development would be allocated to each zone and could not exceed the capacity of the zone even if an individual parcel' s land use designation and area would theoretically allow more development. Redevelopment potential would be granted on a "first-come, first-served" basis until the maximum development threshold is reached in each Development Zone.

The proposed LUPA makes three significant changes to the traffic circulation system in the certified LCP: 1) deletion of the Marina Bypass, 2) widening of Admiralty Way from four lanes to five, and 3) widening intersections of major connectors with Lincoln Boulevard (State Highway 1). Additionally, individual developers would be able to begin construction before completion of traffic improvements as long as an agreement is made with the County Board of Supervisors for a schedule of actual road improvements within the Marina and financing of road improvement construction. However, the proposed LUPA does not require these agreements to be made part of the coastal development permit process.

The proposed LUPA continues to require a 20-foot wide public promenade along all Marina bulkheads upon redevelopment. This public promenade would function as a public accessway and fire road. The proposed LUPA also improves the land area of the 11-acre flood control basin, Parcel P, and redesignated the underused public parking lot on Parcel FF on Via Marina to a park.

While the proposed LUPA retains a standard minimum height of 45 feet on most parcels, the proposed LUPA also allows a flexible height standard that would permit development to extend from 45 to 75 feet on the mole (waterfront) roads, depending on the extent of view corridor provided by the developer. Between Via Marina, Admiralty Way and the water, shoreline parcels would be allowed to extend from a standard height of 140 feet (9-11 stories) to a maximum of 225 feet (15-18 stories) based on the extent of the view corridors provided.

Chapter 5 of the certified LUP, which dealt with Environmentally Sensitive Habitat Areas, is deleted because it applies exclusively to Area A which has been segmented from the proposed LCPA area. Chapter 6 of the certified LCP, which dealt with Agriculture, is deleted from the proposed LCPA due to the annexation of Playa Vista Area B by the City of Los Angeles, removing all agricultural land from the proposed LCPA area (see Exhibit 3 for locations of Areas A and B).

TABLE 1
COMPARISON OF CERTIFIED LCP
AND PROPOSED LCPA

Use	Amount certified LCP	Amount proposed LCPA
Residential units	1500	2,585
Congregate Care	0	75
Hotel rooms	1,800	905
Conference room	.	40,000 sq. ft
Restaurant seats	462	1,875
Boat slips	383	383
Specialty Retail	14,000	206,500
Library		1,500 sq. ft.
Office	200,000	58,000

3. Summary of Proposed LIPA and Comparison with Certified LCP.

The proposed LIPA includes seven sections: 1) County-wide procedures for issuing coastal development permits, 2) Community-wide Design Standards, 3) Use Descriptions and Development Standards, 4) Site-Specific Development Guidelines, 5) Transportation Improvement Fund, 6) Coastal Improvement Fund, and 7) Appendices. The proposed LIPA includes land use designations for each leasehold parcel within Marina del Rey, including height and setback requirements and other design standards applicable to the entire Marina, each land use category, and each parcel. As in the County's previous submittal, the plan is organized as a number of tiered requirements, and a development proposal must be consistent with the requirements in all sections. In the event of inconsistency between requirements the most restrictive prevails.

In September 1989, the Coastal Commission certified the Los Angeles County-wide procedure for issuing coastal development permits as part of its action on the Santa Catalina Island LIP. The concept of using a single coastal development permit ordinance for all future County LCP's was recognized by the Commission in its Findings, dated September 28, 1989, for the Catalina Island LIP, and by the County in its submittal.

The Commission found that the County had prepared a separate ordinance that would be used throughout its Coastal Zone. No changes to this ordinance are proposed.

The Community-wide Design Standards apply to all parcels in the Marina and establish the conditions that must be met prior to approval of development on all sites. All proposed LUPA policies, including the Development Zone caps on development and the transportation analysis, funding and phasing mechanisms, are implemented in this section.

The proposed LIPA section addressing filing requirements specifies that all qualitative and site-specific impact mitigation information to be provided by the applicant when applying for a coastal development permit.

In the proposed LIPA section relating to conditions on development, the conditions normally required as a result of impacts on coastal resources are outlined..

The Use Descriptions and development standards apply separate requirements to each of the 14 different land use categories. This section in the proposed LIPA sets forth general standards for each Land Use category, including principal permitted use, permitted uses, conditional uses and protection of visitor serving uses and maximum height and setback requirements.

The Site-Specific Development Guidelines in the proposed LIPA include use designations on a parcel by parcel basis, and also regulate build out intensities special design considerations and other requirements on a parcel by parcel basis. These Guidelines establish maximum heights on each parcel based on the Public Shoreline Access, Recreation and Visual Resources policies of the proposed LUPA. These guidelines combine all standards in the proposed LUPA, and make more specific the general category standards where other proposed LUPA policies call for additional restrictions.

The proposed Coastal Improvement Fund requires all additional residential development to contribute to a local park improvement fund, based on its fair share of the cost of required park improvements. The proposed Transportation Improvement Program establishes the Marina Transportation Improvement Fund and criteria for assessments to the fund. It includes cost, design and capacity information on improvements required by the proposed LUPA for intersections within the Marina. The Transportation Improvement Program also includes guidelines for the future development of a Transportation System Management Program ("TSM").

In the proposed LIPA appendices, the County has provided current applicable excerpts from the County Zoning Code, including provisions for conditional use permits, variances, and temporary uses, and the Airports and Harbors Code, and the Specifications and Minimum Standards for Architectural Treatment and Construction, which are adopted by reference. These excerpts are certified as provided to the Commission. The LIP provides that in the event that revisions to the applicable codes will not apply until an LCP amendment incorporating the revision is approved by the Commission.

B. PUBLIC SHORELINE ACCESS: LUPA CHAPTER 1

1. Coastal Act Requirements.

Coastal Act Section 30001.5(c) states that one of the basic goals of the State for the coastal zone is to maximize public access to and along the coast and to maximize public recreation opportunities, provided that access is balanced with resource conservation principles and the rights of private property owners. Additionally, Section 30210 of the Coastal Act provides:

> Section 30210
>
> In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Sections 30211 and 30212 of the Coastal Act protect the public's right of access to the shoreline. Section 30211 states:

> Section 30211
>
> Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30212 of the Coastal Act requires that new development provide public access from the nearest public roadway to the shoreline and along the coast except under certain specific circumstances and states the types of development which would not be considered new development for the purpose of requiring access dedications.

Section 30214 of the Coastal Act guides the implementation of the public access policies to ensure natural resource protection, proper management, and the privacy rights of adjacent property owners.

Section 30252 of the Coastal Act states in part that new development should maintain and enhance public access to the coast by:

> (1) facilitating the provision or extension of transit service and . . . (5) assuring the potential for public transit for high intensity uses. . .

2. Findings for Denial of Proposed LUPA Public Shoreline Access Policies, as Submitted.

a) Access to All Waterfront Parcels.

According to the certified LCP, the existing Marina consists of 804 land and water acres with 11 miles of shoreline. Of the 11 miles, 8.5 miles are open to public access (see Exhibit No. 9). The remaining 2.5 miles of shoreline are restricted from public use due to potential pedestrian safety conflicts with boat hoists or possible interference with law enforcement facilities. With regard to Parcels 64, 112 and 113, the County allowed the private developers of these parcels to close off an improved accessway. (LUPA Map 3, Existing Shoreline Access, page 1-17 of proposed LUPA, shows areas open to the public and restricted areas).

The proposed LUPA policies provide that "new development shall provide access . . . except where access is restricted for safety or security reasons," and states that this policy is intended to allow pedestrians to be routed around hazardous development such as boat hoists. However, this exception could be misinterpreted. For example, the policy could be interpreted to mean that access can be restricted, if residents believe that having the public adjacent to an apartment complex poses "security" issues. The Commission found that the language, as submitted, does not distinguish between the hazard to pedestrians and the public posed by development such as boat hoists and the perceived security hazards posed by access in and of itself. Because the language could be used to eliminate public access opportunities in the publicly owned and constructed Marina, it is inconsistent with the Coastal Act.

b) Availability of Public Parking Facilities.

As discussed below, the proposed LUPA redesignates certain County operated public parking lots, including Parcels 49 OT, FF 94, W and UR to other uses, although it requires the public parking spaces in these lots to be replaced on a one-to-one basis. Public parking is essential for preservation of access by the general public to the Marina. The Commission finds that Parcels OT, FF and UR can convert only from public parking lots to park uses and, if that should occur, parking must be replaced on a 0.5 to 1 basis. As proposed, the LUPA does not adequately protect public parking lots from conversion to non-priority uses.

c) Need for Promenades and Other Visitor-Serving Amenities.

The proposed LUPA requires a 20-foot pedestrian promenade along all bulkheads for all new development to improve access along the Marina. However, the County Fire Department requires that the 20-foot promenade be clear of any obstructions in order to provide adequate access for its emergency vehicles. Because of this requirement, the County cannot provide any pedestrian amenities, such as public benches, trash receptacles, drinking fountains and light standards on the 20-foot wide promenade. However, as documented in the recreation section below, such amenities are important to attract the public and to have the promenade function as a public area. The Commission finds that development approved under the proposed LUPA must provide areas, appropriately spaced, for the installation of such amenities so that there will still be adequate clearance for emergency vehicles. As proposed, the waterfront promenade will not enhance access adequately and cannot be found consistent with Sections 30001.5(c), 30210, 30211, 30212, 30214 and 30252 of the Coastal Act.

d) Enhancement of Access through Increased Public Transportation.

To mitigate further the traffic impacts of development and improve coastal access in the Marina, the proposed LUPA includes a potential for implementation of a shuttle bus system. The proposed LUPA states that the shuttle system, although not required, may be established to serve the Marina and nearby development outside the plan area such as Playa Vista (including Area A), with connecting service to nearby park-and-ride lots, and local beaches in Venice and Playa del Rey.

In the Research Analysis Section under Shoreline Access at Chapter 1, beginning page. 1-2, the proposed LUPA states, in part, that a shuttle system would not generate sufficient ridership to be warranted unless connected to an accompanying regional light rail transit service in the vicinity of the Marina. The shuttle system will be more feasible and efficient once Area A and Playa Vista are developed. Specific provisions for such a system are not included in the proposed LUPA, and therefore, the proposed LUPA is inconsistent with Section 30252 of the Coastal Act.

As submitted, the proposed LUPA shoreline access policies are inconsistent with Sections 30001.5(c), 30210, 30211, 30212, 30213 and 30214 and 30252 of the Coastal Act. The proposed LUPA is inadequate to achieve the basic Coastal Act goal of maximizing public access to and along the coast and will not ensure that new development will not interfere with the public's right of access to the sea.

3. Findings for Approval of Proposed LUPA Public Shoreline Access Policies, as Modified.

The Commission finds that there is a strong demand for increased public access to and public use of coastal resources in the Los Angeles area, and that the existing Marina provides a well-developed public shoreline access system. However, the Commission also finds that public awareness of all shoreline access areas presently available in the Marina should be increased. The Commission further finds that additional access amenities, such as benches and rest areas, should be provided and that if public access is interrupted due to a safety hazard, an alternate access route must be provided. The Commission finds that Parcels OT, FF and UR can convert only from public parking lots to park uses and, if that should occur, parking must be replaced on a 0.5 to 1 basis. As proposed, the LUPA does not adequately protect public parking lots from conversion to non-priority uses.

Finally, the Commission finds that additional means of transporting persons within the Marina, other than by private automobile, are advantageous to increased enjoyment of the Marina as a whole. With the following modifications, the Commission can find the proposed LUPA Public Shoreline Access policies consistent with the Coastal Act.

Proposed Policy 1-1 is modified to add public views as a component of the public access system.[1/] It also requires coordination and enhancement of all components of the public access system, including pedestrian access, public transit, water transit, parking and bikeways. The addition of public views as a component of public access, and the coordination of all components of the access system, will ensure maximum public access to and along the shoreline.

Proposed Policy 1-3 is modified to ensure that access amenities, such as benches and rest areas, and land to accommodate them, are provided along the bulkhead to improve access and mitigate the development's impact on public access. This policy significantly increases the opportunities for public use and enjoyment of the shoreline.

Proposed Policy 1-4 is modified to ensure that maximum public access is provided along all fire roads and open spaces, thereby increasing the amount of overall public access available in the Marina and opening up access areas heretofore closed to the public. This adds to the overall amount of shoreline access available to the public.

Proposed Policy 1-7 (modified Policy 1-5) is also modified to ensure that if public access is interrupted due to a safety hazard on Parcels 30 and 132, an alternate access route must be provided. This policy will ensure that no access routes are inadvertently eliminated due to safety hazards, and that pedestrians and others will not have to choose between risking contact with a safety hazard, such as a boat hoist, and access to the shoreline.

Proposed Policy 1-8 (modified Policy 1-6) is modified to provide that increased intensity of use on Parcels 64, 112 and 113 will require increased access. This ensures that the overall amount of public access will not decrease.

A new Policy 1-10 is added to require that all large development providing more than 75 parking spaces shall also provide for shuttle/transit stops. This modification is necessary to ensure that any future shuttle/transit system which is implemented in the County will be able to adequately service existing and new development, including the residential community, and will provide the Marina with an alternative mode of transportation. This new policy will decrease traffic congestion and promote efficient

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2/ All references to policies use the following format: the first number refers to the Chapter, and the second number refers to the Policy. Thus, for example, "Proposed Policy 1-1" refers to Chapter 1, Policy 1. The number sequence for "proposed Policies" refers to the version, as submitted by the County, dated November 3, 1994; "modified Policies" refers to the version, including suggested modifications, as concurred in by the Board of Supervisors on August 22, 1995, and submitted to the Commission by the County on August 29, 1995.

traffic circulation in the Marina, thereby allowing more people convenient access to the waterfront area.

Proposed Policy 1-12 (modified Policy 1-11) is modified to ensure that all development, including Hotel and Residential uses, will participate in any future shuttle bus system which is implemented. This policy will enable the Marina to accommodate a potentially significant number of new residents and visitors without adding to traffic congestion and circulation problems in the Marina.

Proposed Policy 1-14 (modified Policy 1-12) is modified to ensure that any shuttle bus service, if provided, will be available to the public.

Proposed Policy 1-16 (modified Policy 1-14) is modified to require that all new development on waterfront parcels provide at a minimum unobstructed view corridors of no less than 20% of the parcel's water frontage.

The Shoreline Access Improvement Map (Map #4 at page 1-18 of the proposed LUPA) is modified to include all access routes established by the proposed LUPA, as modified. This will increase public awareness of all shoreline access areas available in the Marina.

The Coastal Act requires the reservation of land in residentially, commercially and office zoned parcels for public recreation, if such land is suitable for recreation. The Commission found that the proposed waterfront walkways are not sufficient to mitigate the designation of waterfront land for residential uses unless these walkways include recreational amenities. In order to ensure that these waterfront walkways will operate as public recreation amenities, the Commission modified the public works and public recreation and access sections of the proposed LUPA to require that each walkway include either an additional 8-foot strip for recreational amenities or 10-foot square amenity bays no less frequently than every 150 feet. These bays must include adequate recreational amenities, including trash receptacles, benches, shade structures and similar facilities to enhance access. These bays are required to be designed in consultation with the Fire Department to ensure that the benches, once placed, will not be removed as hazards, but will be protected as public amenities and can be considered recreation facilities for the public. The walkways must be public, except where security concerns result in a hazard to pedestrians. Finally, the transportation policies of the proposed LUPA have been modified to require replacement of any part of Admiralty Park that is removed for road widening. These amenities will increase use and enjoyment of the Marina.

With these modifications, the Commission finds that the proposed LUPA Public Shoreline Access policies are consistent with Coastal Act Sections 30001.5(c), 30210, 30211, 30212, 30214 and 30252.

4. Findings for Denial of Proposed LIPA Public Shoreline Access Implementation Measures, as Submitted.

The proposed LUPA, as modified, adequately protects public shoreline access. The proposed LIPA is not consistent with the proposed LUPA public shoreline access policies, as modified, because it does not sufficiently require increased access amenities and access along fire roads and open spaces, and does not ensure that alternate access routes be provided in the event of safety hazards. The LIPA does not adequately carry out the policies of the LUPA because it does not assure that lad designated for public shoreline access is reserved when the County extends leases on its property. Further, the LIPA, as submitted, does not require that increased access accompany increased intensity of use on a site, or that additional modes of public transport, such as shuttle buses, be considered.

5. Findings for Approval of Proposed LIPA Public Shoreline Access Implementation Measures, as Modified.

The following specific changes are required to ensure that the provisions of the proposed LIPA are consistent with and adequate to carry out the proposed LUPA Public Shoreline Access policies, as modified:

Proposed Section 22.46.1060(E)(4) is modified to ensure that outdoor dining does not interfere with public accessways.

Proposed Sections 22.46.1060(F)(l) and (2) are modified to ensure public pedestrian access for recreational purposes to fire lanes and to require that benches and other facilities are provided at reasonable intervals adjacent to the bulkheads along the waterfront promenades.

Proposed Section 22.46.1070 is modified to add a finding that variances are consistent with the public access and recreation policies of the LUPA and the Coastal Act as a precondition of granting all variances.

Proposed Sections 22.46.1100, 22.46.1120, 22.46.1130 and 22.46.1150 are modified to reflect new legal findings necessary when access is required and to specify that such access should be combined with fire roads, as long as additional amenity areas can be provided. These sections require that the County reserve access corridors and viewing parks when extending or amending leases on its property.

Proposed Section 22.46.1100(C)(2) is modified to ensure that a public shuttle is provided when such a system becomes feasible, and that new developments with more than 75 parking spaces will provide a transit stop for the shuttle buses.

Proposed Section 22.46.1160(C) is modified to specify that access can be reduced only in cases where pedestrian safety is at issue, to allow accessways of a different width or location if such access provides a continuous connection, and to eliminate the Planning Director's ability to waive the access requirements of the proposed LUPA.

Proposed Section 22.46.1180(A)(1) is modified to ensure that adequate information concerning access is provided as part of any application for a coastal development permit.

Proposed Sections 22.46.1800 and 22.46.1900 are modified to protect waterfront pedestrian and automobile access and to provide viewing platforms upon redevelopment of Parcels 64, 112 and 113.

As modified, the Commission finds that the proposed LIPA Public Shoreline Access implementing ordinances are consistent with the proposed LUPA Public Shoreline Access policies, as modified.

C. RECREATION AND VISITOR-SERVING FACILITIES: LUPA CHAPTER 2.

1. Coastal Act Requirements.

The legislature has required, in the Coastal Act, that lands suitable for public recreation be designated for recreation. Development that is coastal dependent or that supports the public's use of the beaches and waters of the state is preferred over other uses.

The Coastal Act recreation policies also require provision and protection of lower-cost facilities, and provision of adequate recreational land by residential uses so that new residents do not overcrowd coastal recreation areas to the exclusion of others. These policies are set forth in the following sections of the Coastal Act.

Section 30213.

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

The Commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

Section 30220.

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

Section 30221.

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Section 30222.

The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

Section 30223.

Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

Section 30252.

The location and amount of new development should maintain and enhance public access to the coast by ... (.5.) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

2. Findings for Denial of Proposed LUPA Recreation and Visitor-Serving Facilities Policies, as Submitted.

a) Description of LCPA changes affecting public recreation.

The Coastal Act sets a clear priority for designating waterfront lands for public recreation. Also, the Coastal Act requires that all potential new development provide public recreational amenities specific to the type and level of development being proposed in order to mitigate the impact on public recreation caused by the new development. The proposed LUPA modifies the development mix of the Marina from that approved in the certified LCP, decreasing recreational and visitor serving uses at the same time as it increases potential new development in some use categories which would increase the need for additional land to be designed for public recreation. Specifically, the proposed LUPA would: 1) redesignate six public parking lots to other uses; 2) decrease the number of sites reserved for hotel use as a primary land use designation by three; 3) increase the number of sites designated with residential as the sole primary land use designation by four; 4) increase the total number of residential units; 5) decrease the amount of permitted office development; and 6) eliminate the requirement that new market rate residential development and new hotel development fund lower cost accommodations through an in-lieu fee. The Commission finds that the proposed LUPA is inconsistent with the recreation and visitor serving policies of the Coastal Act. the policies of the proposed LUPA are inadequate to achieve the Coastal act goal of maximizing the availability of recreation and visitor-serving facilities.

More specifically the proposed LCPA proposes 2,660 additional residential units (including 75 congregate care units), instead of 1,500 additional residential units. Within the commercial category, the LCPA proposes a greater number of restaurant seats and visitor serving commercial uses, and proposes to reduce office use from 200,000 square feet to 50,000 square feet. (Visitor Serving Commercial, although not a public use recreation use is a preferred use under the Coastal Act. This category as

described in the LUPA includes many categories of general commercial development.) Finally, the LCP proposes to convert 10 acres of public parking lots to commercial parking office and residential uses. The consequence of these changes is the conversion and commitment of a large part of the Marina del Rey to private residential and commercial uses.[3]

The County proposes to maintain the following existing public park facilities: all of Burton Chace park, all of the Marina beach, and all of Admiralty Park except for the 0.8 acres necessary for road widening (a total of 21.8 acres of existing park protected). Finally, the County proposes to maintain the following public parking lots: parcels GR, IR, NR, and 3, totaling approximately twelve acres.

b) Suitability of Land in Marina Del Rey for Public Recreation.

The land described in this LCPA is suitable for recreation because the land is adjacent to waterways and marinas. The Coastal Act identifies land adjacent to waterways as suitable for recreation and recreation support uses. Secondly, Marina del Rey is publicly owned land within a half mile of the beach and directly linked to the South Bay bike trail, a bicycle trial that extends down the beach from Torrance to Pacific Palisades. The Marina del Rey is near the Venice Beach, and Santa Monica State Beach. Both these beaches are international attractions and two of the most heavily used beach areas in the State. The designation of the greater part of the land area in the Marina for residential use is not consistent with the recreation and visitor serving policies of the Coastal Act.

The Marina del Rey, as a publicly owned recreation facility, also has a unique responsibility to provide a public benefit and serve a public use. As such it is ocean front land suitable for recreation use. The Marina was initially developed at a cost of $36 million dollars, $23 million provided by the County of Los Angeles and the federal government and $13 million provided by state guaranteed revenue bonds.[4] The Chief Administrative Officer advised the Board of Supervisors to approve the bond issue, indicating that the County bonds would supply $3,000,000 of the construction costs,

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[3]*Hotels support many visits. At seventy percent occupancy, which is the Los Angles County Convention and Visitor estimate of the annual average occupancy in the Marina, over 800,000 visitors would use the Marina. (Monthly chart of hotel occupancy).*

[4]*Background report "Marina del Rey Planning and Statistical Data " by J. W. Quinn and Victor Adorian, 1973, Commission files.*

federal grants another $2,500,000 for navigational features and private industry would construct, operate, and maintain "other improvements and services, including haul-out yards, boat anchorages, stores, ship chandleries, trailer parks, restaurants, clubs hotels, motels, etc." Revenues pledged for servicing bonds "would be derived from the lease of land and water areas to private interests and from various concessions, fees, permits and other sources."[5] In a related newspaper story, prepared by the Chief Administrative Officer, the public was advised that tidelands grants would pay for a third of the acquisition cost.[6] The present breakwater, constructed in 1960 after a surge damaged facilities, was paid for 50% with County funds and 50% with federal funds. (Source: Sea Grant, the Urban Marina, Managing and Developing Marina del Rey.)

County officials originally described the Marina as a facility that would contain lower cost and reasonably priced boating and overnight facilities. The Board resolution authorizing the Marina del Rey bond issue to appear on the ballot stated that the purpose of the bond issue was:

> ... to adopt the revenue bond method of financing the following public improvements:
>
> 1. The acquisition, construction, maintenance, operation, improvement and development of public small boat harbors and such facilities and improvements in connection therewith as in the opinion of the board may be reasonably necessary to provide for the full, complete and convenient public use of such small boat harbors.
>
> 2. The acquisition, construction, maintenance and operation of facilities for the public convenience in conjunction with any public small boat harbor.

In support of this original purpose, the master lease contemplates public use and "reasonably priced" accommodations.

Section 4 of the lease states the County's intention to provide for public use:

> Section 4. ACTIVE PUBLIC USE.
>
> The ultimate object of this lease is the complete and continuous use of the premises herein demised by and for the benefit of the public, without discrimination as to race or religion, the immediate object being the

[5] *Letter from Arthur J Will, CAO, to Board of Supervisors, August 27, 1957.*
[6] *Undated articles supplied by Arthur J Will to Board of Supervisors, Commission files ,*

> development and realization of the greatest possible revenue therefrom. It is agreed that this immediate and ultimate objects are consistent and compatible. Accordingly, lessee covenants and agrees that he will operate said premises fully and continuously to the end that the public may enjoy maximum benefits and County may obtain maximum revenue therefrom. (emphasis added)

Section 16 of the lease, while also protecting the County's obligations to repay its bonds, states, in part:

> Lessee shall at all times maintain a complete list or schedule of the prices charged for all goods or services or combinations thereof, supplied to the public...
>
> Said prices shall be fair and reasonable, based upon the following two (2) considerations:
>
> First, that the property herein demised is intended to serve a public use and to provide needed facilities to the public at fair and reasonable cost; second, that lessee is entitled to a fair and reasonable return upon his investment pursuant to this lease. (emphasis added)
>
> In the event that Director notifies Lessee that any of said prices are not fair and reasonable, Lessee shall have the right to confer with Director...
>
> The lessee may appeal the determination of the Director to the Board of Supervisors, whose decision shall be final and conclusive...

Leases are concessions: the lessees are charged a percentage of the income of the leasehold, depending on the use and income of the parcel. This premise, that the leasehold is a concession with the obligation to provide services to the public at a fair and reasonable price remains central to the management of the Marina.

There is limited land based public recreation available in Marina del Rey. This is a result of the County's decision to maximize revenue, and the consequent development of much of the Marina residentially. As public land acquired for the purposes of public recreation, land in the Marina has an obligation to provide a public benefit or serve a public use. This obligation has been passed on to the lessees in the master lease. While economic pressures have led the County to consider maximizing income from the Marina as more important than providing land based public recreation facilities, implicit in the price control provision of the lease are two ideas contained in Section 30213 of the Coastal Act: (1) public recreational opportunities are preferred a use and (2) where public recreational opportunities are provided, access by the public must necessarily mean access for all economic segments of the population.

c) Increase in number of residential units and in the acreage of residentially designated land and adequacy of public recreation facilities

The Commission considered the issue of the adequacy of the present park area to serve the public as well as the present and future residents of the Marina. The Commission considered requiring additional park dedications over and above those proposed in the LCPA. In support of recommendations to increase park areas, the Commission examined evidence that currently there are only 22.6 acres of usable public parks, and that these parks are used at capacity.

Public day use facilities, and picnic facilities provide visual access to the coastline, even where the activities are not specifically coastal dependent. In the Marina, day use facilities include public walkways along the edge of the Marina basins, which the County intends to protect and restore upon redevelopment of existing private uses. Day use facilities also includes public parks, which provide access to the Marina for people who cannot purchase or rent a boat, and commercial recreation such as restaurants and boat rentals.

Within the Marina there are not enough parks to support access for people from the region.[7] Census data indicates that demand for public day use of the coast is increasing because the regional population using the coastal area has increased. According to the 1990 census there are now over 14 million people in the Consolidated Metropolitan Statistical Area of greater Los Angeles, a five County area including Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. In 1990 there were 8.8 million people in Los Angeles County. This large population, as well as the increased number of marina residents resulting from the proposed 2660 residential units, will significantly increase the demand for public recreation facilities. The existing parks are overburdened--designed as community parks, they are popular, but overcrowded regional parks. A regional park, by County standards,[8] should have over 50 acres and provide access to a view area or a regional feature, such as a trail system. The Marina

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[7] *"Information Prepared for Regional Planning", by the Department of Parks and Recreation, that estimated that the present population needed 30 acres of parks, and the new population would need 4 acres per thousand. The Los Angeles County Parks staff generally assume that there will be 2.2 persons per household, following County-wide trends. County parks estimate the need for parks at build out of the marina at about 37 acres.*

[8] *Interview with James Park, Recreation Planner, Los Angeles County Parks and Recreation Department. The 2010 plan defines regional parks as over 50 acres to several hundred acres. Other features of a regional park are: a complex trail network, highly scenic area, tied to (the beach) a regional resource*

is over 800 acres, consistent with its status as a regional park, but actually only 22.6 of those 800 acres, are improved as parks. Of those, only one has picnic tables.

A regional park, by definition, gives access to a regional feature. The Marina is close to beaches, and the approximately 21 mile long south bay bike path. There is an unmet demand for support parking and for picnic facilities.[9] The only group picnic facility is reserved three months in advance and is totally booked from June through the end of October. On every warm weekend all picnic tables are occupied by 7:00 A.M. People arriving later picnic on the grass or bring their own portable tables. On a typical weekend, 1,000 people use the 8.8 acre park. On holidays attendance has been as high as 7,000.[10]

Similarly, hotels require recreation nearby if they are to attract visitors. Materials supplied by the Los Angeles Convention and Visitor Bureau[11] indicate that this Bureau considers the Marina del Rey a satellite to the airport hotel system because of the lack of recreational facilities for visitors. A planning evaluation of several Marina leaseholds[12] indicated that the hotels in the Marina lack access to recreational facilities. The proposed LUPA increases the number of potential additional residential units from 1,500 in the certified LCP to 2,660 (including 75 congregate care units). Residential acreage would increase from 138 acres in the present LCP to 161 acres in the proposed LCPA. This increase in proposed residential units would remove land reserved for Recreation and Visitor-Serving and other uses. In addition, new residents would compete with visitors to the Marina for available recreational facilities and amenities. These residential units would be responsible for funding the development of two new parks in the Marina. The proposed LUPA designates 12.9 acres of potential new parklands. The first park is Parcel P, a 10.7 acre flood control parcel that would permit passive recreation by providing open space and an opportunity to see the water in the basin. The second is parcel FF that includes frontage on the shoreline

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[9] *See also E Glenn Carls,* Recreational Use of the Coastal zone, effects of crowding and development.

[10] *Interview with Joseph Lathrop, on-site Supervisor at Burton Chace Park February 2, 1995. Mr. Lathrop has responsibility for all Marina parks. Burton Chace has 23 tables, a community building, benches and a group picnic area. To get a family picnic table (there are four in each shelter) you have to be at the park by 7 A.M. on a weekend, except for holiday weekends when you have to be there at 5:30 or 6:00 A.M.. The park opens at 6:00 A.M. The park is busy all during the summer--June 18-October 29. The shelter holds 50-100 people and charges $180 dollars for a six hour period including insurance. Mr. Lathrop indicated that additional picnic tables on Admiralty Park or even on the seaward edge of lot 3 would be occupied quickly.*

[11] *Statistics on market area occupancy and attractions. 1994 and 1995 LCPA 1-4 file*

[12] *Prepared by Newfield, a leaseholder, and presented to the staff.*

To compensate for the potential increase in Residential uses and the decrease in potential recreational land, the proposed LUPA adds flexibility to enhance visitor-serving uses through the WOZ designation. However, non-priority residential use would still constitute nearly half of the developed leasehold land in the Marina. (See Exhibit 4 for the certified Land Use Map and Exhibit 5 for the proposed amendment to the Land Use Map).

As noted above, the WOZ allows parcels to be developed with any Hotel, Visitor-Serving Commercial or Marine Commercial use if a conditional use permit is obtained, as long as sufficient traffic capacity is available in the Development Zone and is allocated to the parcel.

There are a wide variety of non-boating recreational activities, free or at reasonable cost, presently located within the Marina. The LUPA significantly increases the number of potential restaurant seats from 472 seats to 1875 seats and visitor serving commercial. However, the LUPA may also result in the reduction of the number of restaurants and other uses actually open to the public. Some existing restaurants (Parcel 18 and Parcel 15, for example) are located on lots that are proposed to be designated Residential. The Commission finds that the WOZ overlay allows these nonconforming uses to continue without penalty. However, in contrast to the certified plan, the use may also be converted to residential because no policy in the proposed LUPA protects existing visitor serving uses on redevelopment.

The proposed LUPA supports the proposed increase of residential development in the Marina on the basis that such redevelopment is needed to provide funds to redevelop the landside development in the Marina, whose physical structures are aging. The County states that the alternative of funding Marina redevelopment through increased visitor-serving uses such as hotel rooms is infeasible due to the insufficient demand for hotels. The County states that they do not have the resources to recycle the Marina for land-based public recreation because of the lack of funds to develop and operate additional parks.

At its hearing, the Marina lessees presented surveys they had prepared that demonstrated that 85% of the users of the present parks were not Marina residents but came from as much as fifteen miles away. County officials testified that the 400 acre water basin already constitutes a regional recreation facility, and that income from land-based concessions was necessary to maintain the facility. Finally the County testified regarding its inability to maintain and manage additional park areas over and above those proposed in the LCPA and already existing.

The proposed LUPA designates 12.9 acres of potential new parklands. The first park is Parcel P, a 10.7 acre flood control parcel that would permit passive recreation by providing open space and an opportunity to see the water. The County proposes to develop as much as two acres on the land portion of this parcel (i.e., the edges of the flood control pond) for park purposes. The proposed LUPA also redesignates a two acre parking lot, Parcel FF, to Open Space, which could be developed as a park. These improvements will be financed by an impact fee charged to residential developers and deposited in the Coastal Improvement Fund or the improvements will provided on site.

The proposed LUPA also protects the following existing public park facilities: Burton Chace park, the Marina beach and most of Admiralty Park. A total of 21.8 acres of existing park and approximately 12 acres of public parking is protected in the proposed LUPA. Tables 1 and 3 provides a comparison of land available for development among existing land use, the certified LCP and the proposed LUPA.

The Commission finds that 12.9 additional acres of parks on parcels P and FF as proposed in the LCPA provides adequate park space to mitigate new residential development. The Commission finds that although 10.9 acres of parcel P would remain a flood control basin, the two acres of improved park around the basin periphery would provide public recreation and views of the water.

Accordingly, the Commission finds that the amount of parkland provided in the proposed LUPA is adequate to fulfill Coastal Act Sections 30222 and 30252.

The Commission also finds that the demand for public recreation generated by additional development in the Marina will be met by boating uses, walkways, the new recreational land provided in the proposed LUPA and the existing water areas in the Marina. Additionally, the demand for public recreation can be met by private recreation constructed along with the residential development authorized by the proposed LUPA, as long as such development conforms to the Coastal Act and to other proposed LUPA policies.

As modified by the Commission, and set forth specifically below, the proposed LUPA and the Mapped Policies found in Chapter 8 of the Land Use Plan is consistent with the Coastal Act.

However, the Commission finds that the 20 foot shoreline walkways required upon redevelopment of leaseholds would not function as adequate recreation areas to

mitigate increased densities of residential and commercial development. These walkways are inadequate because the entire 20 foot width is also required to be kept clear for fire access purposes. Fire regulations stipulate require the promenade to be free of any obstructions, such as benches, and trash receptacles.

Reservation of an adequate and welcoming strip of public land adjacent to the waterfront can provide access for boaters and recreational walkers, connections between facilities, and views of the water. However, without benches or rest areas, and public parking, these 20 foot strips would not function as adequate regional serving public recreation. In order to evaluate the adequacy of the walkways as public recreation, Commission staff visited the Marina on a hot Saturday afternoon, in the month of January. Staff observed that the walkways were sparsely used, while at the same time, people were using facilities in Burton Chace Park, where there are public tables and benches, trees providing shade, and views of the main channel. All sixty Burton Chace Park's parking spaces were occupied by 1:30 P.M. In Admiralty Park the bike path was busy, but only one man was using the par (exercise) course. Several elderly people sat on the ground beside their bikes, resting and drinking water. There was an art show on Parcel 94, the parking lot proposed to be designated for an office. Picnickers spread out over the available benches and shade shelters.

The present walkway is hard to find, and not in itself a recreational attraction. Staff observed that pedestrians, attempting to use the walkways, were frustrated by the narrowness of the walkways and their lack of continuity. The walkway leading between Burton Chace Park and the corner of Via Marina and Admiralty is not continuous. Even so, people were attempting to find it. Families were wandering along the parking lot in Pier (Parcel) 44, a marine commercial facility, where boater's cars were parked within 3 feet of the bulkhead leaving little space along the bulkhead fence. A family, carrying cameras and daypacks, were seen walking rapidly along the north side of Admiralty Way between Admiralty Park and one of the hotels. The walk was too narrow for them to pass except in single file. The walkway leading between Burton Chace Park and the corner of Via Marina and Admiralty is not continuous. There was nowhere to sit, the walk smelled of diesel fuel and there was no shade. Nevertheless, people were walking along the bulkhead.

Farther east, the twenty foot wide public plaza on the water side of the Ritz Carlton hotel was open, but bare of amenities. Staff observed only hotel workers on smoking breaks but noted that the guests were inside out of the sun. At the California Yacht Club, the bulkhead walk stopped dead at an eight foot barred gate. It was possible to walk up a driveway and wander through a parking lot to get back on Admiralty. To get

back to the water again, a person would have to know there was a walkway and believe that it was possible to cross back to the bulkhead at the next commercial parking lot.

Consistent with this field check by its staff, the Commission finds that the walkway could serve as a vital part of the access program but adequate width, visibility and continuity are necessary for the walkways to function as public recreation. Secondly, the walkways must link up with usable parks. Finally, the walkways must be wide enough to serve a dual purpose: recreation and emergency access. As noted above, because the walkways will also serve as emergency access roads, the plan now requires that no benches, or other amenities can be built on them. However, without such structures, these walkways would not truly be recreation facilities attractive to people who need or wish to sit down during a walk. As designed, and proposed, these walkways are not recreation support facilities for the general public and do not enhance access to the coastal zone, do not reserve public land for recreation, and are inconsistent with the public recreation and access policies of the Coastal Act.

d) Denial of redesignations allowing conversion of Public Recreation Support Lands to private use.

The proposed LUPA provides insufficient protection of existing publicly owned recreation support facilities. The Proposed LUPA redesignates 10 acres of public parking lots (lots 49M, OT, 94, and UR) now restricted for public parking to private residential and commercial development. Two public parking lots, lots W and 94, that are adjacent to proposed commercial development and operated as joint public parking and commercial parking are now proposed to be tied in the LCPA to these adjacent leaseholds and no longer proposed for public parking use. Lot UR, a waterfront public parking lot that is also used for special events such as the chili festival is proposed to be designated Marine Commercial. Lot OT, located adjacent to Admiralty Park, is proposed to be converted to residential use. Parcel 49M is proposed to be redesignated as Marine Commercial. Finally, Parcel 49R, the public launch ramp, is proposed to be designated as Marine Commercial, allowing uses other than boat launching. Although this parcel is designated Boat Storage in the certified LCP, much of this parcel serves as day use parking for boaters using the public launch ramp. One two (2) acre parking lot, lot FF, is designated as a park. The proposed LCPA provides that replacement parking be found before development on the lots, and that commercial development provide shared parking, at the option of the Small Craft Harbor Commission. Table 2 provides a comparison of parking lots proposed for conversion.

TABLE 2
COMPARISON OF PARKING LOTS PROPOSED FOR CONVERSION: EXISTING, CERTIFIED LCP, PROPOSED LCPA, MODIFIED LCPA

Parcel #; Acreage	Existing Use	Certified LCP Use	Proposed LCPA Use	Modified LCPA Use
FF; 2.1 AC	Parking	Public Parking	Open Space	Open Space
OT; 1.6 AC	Parking	Public Parking	Residential	Parking
UR; 2.2 AC	Parking	Public Parking	Marine Commercial, WOZ	Marine Commercial
94[3]; .9 AC	Parking for Office	Public Parking	Office	Parking
W[4]; 4 AC	Parking for Commercial	Public Parking	Commercial, WOZ	Parking
49M; 2.5 AC	Parking	Public Parking	Marine Commercial, WOZ	Parking
49R; 12.4 AC	Parking	Boat Storage	Marine Commercial, WOZ	Boat Storage
Total Acreage: 25.7	Parking: 25.7	Public Parking: 13.3 Boat Strg.: 12.4	Parking:0[3,4] Open Space: 2.1 Residential: 1.6 Marine Com: 17.1 Commercial: 4 Office: .9	Parking: 9 Open Space: 2.1 Marine Com: 2.2 Boat Strg.: 12.4

3/ While Parcel 94 is protected as a public parking on Map 6 (Public Recreation Facilities) of both the proposed LCPA and the certified LCP, it has also historically served as required parking for the adjacent office development on Parcel 75. However, the public has been allowed to park in the lot on Parcel 94.

4/ While Parcel W is protected as public parking on Map 6 (Public Recreation Facilities) of both the proposed LCPA and the certified LCP, it has also historically

served as the required parking for the adjacent commercial development in Fisherman's Village. However, the public has been allowed to park in the lot on Parcel W.

Specifically, the County contends that if developed in conjunction with the adjacent lots, Parcels W and 94 can continue to provide the same number of public parking spaces and that the combination with adjacent commercial development would simply allow greater flexibility of design. The proposed LCPA also requires that the Small Craft Harbor Commission review development and consider the possibility of reserving commercial and office parking for public use on weekends.

The reason offered by the County for the proposed conversion is that all these lots are underused, except on the Fourth of July or the days of the boat parade. However, these lots are less than one mile from Venice beach, that experiences over 6,000,000 visitors a year.[13] The Commission finds that Section 30221 and 30222 of the Coastal Act instruct that ocean front land suitable for public recreation be reserved for that purpose unless both present and foreseeable future demand has been met. All the above land is suitable for recreation and as further demonstrated below is needed to satisfy present and future foreseeable demand for recreational use. The Commission finds conversion of publicly owned recreation support land to private uses without consideration of other public, higher priority uses inconsistent with 30222 of the Coastal Act.

e) Redesignation of Hotel Sites

The proposed LUPA would also modify the land use designation of six parcels with respect to the Hotel use category. While all of the redesignated parcels would continue to allow hotels under the WOZ, the net result of these changes is to decrease the number of sites reserved for hotel development by three. Correspondingly, the number of allocated hotel rooms decreases from 1,074 in the certified LCP to 905 in the LUPA. Table 3, entitled "Comparison of Hotel Parcels," compares which parcels have been designated for Hotel use in the certified LCP and in the proposed LCPA.

In support of reducing the number of parcels reserved for hotel development, the County indicates that: 1) traffic capacity is limited, and residential uses have fewer traffic impacts than hotels; 2) there is currently more demand for residential development in the coastal zone than for hotel or commercial recreation use, and 3) there is not enough demand for

[13] *Los Angeles County Fire Department, Lifeguard Division, "Beach Activity Report, 1994", Jinx Wible.*

hotels or other commercial visitor serving activities to support expansion above what already exists. Statistics from the Los Angeles Convention and Visitor's Bureau[14] confirm that tourism to Los Angeles has not increased as fast as population: hotel visitors to the Los Angeles area have not increased since 1984. The Bureau indicates that the well publicized disasters of the 1990's have temporarily reduced the number of visitors to Los Angeles. Nevertheless, the Commission finds that there will be a long term need for hotels in the Los Angeles County Coastal Zone. Los Angeles is still a major air transfer point for international travelers and a visitor destination for travelers from throughout the United States.

Specifically, the proposed LUPA retains six sites (Parcels 22, 27, 42, 125, 141 and 145) in the Hotel category that are currently designated Hotel and presently developed for motel or hotel uses. However, the LUPA also adopts a WOZ designation on these parcels that would allow alternative visitor serving uses on re-development. In addition, the LUPA proposes to redesignates Parcel 75, a site presently occupied by a medical office building to hotel use. The certified LCP designated Parcel 61 for conversion to hotel use only in conjunction with Area A development. The segmentation of Area A from the LUPA eliminates the joint development potential of this parcel within Area A.

A portion of Parcel 132, now developed as a yacht club is reserved for a hotel in the certified LCP. However, the proposed LUPA removes the hotel designation from that parcel and designates the entire parcel Marine Commercial. The Commission denies the conversion to Marine Commercial and re-institutes the hotel designation along with a WOZ overlay that would allow alternative visitor serving uses on re-development. The Commission finds that in order to reserve land for public serving recreational development, Parcel 132 must be maintained for a higher priority visitor serving use, in this instance a hotel, rather than a marine commercial use which allows an increase in private yacht club development. Therefore, the proposed redesignation of Parcel 132 from a higher-priority Hotel use to a lower-priority use and the decrease in hotel rooms allocated by the proposed LUPA is inconsistent with Sections 30221 and 30222 of the Coastal Act.

Portions of Parcels 10 and 15, currently developed with apartments and a restaurant are reserved for hotels in the certified LCP. The LCPA proposes to redesignate these parcels as residential along with a WOZ overlay that would allow alternative visitor serving uses on re-development. On these smaller parcels, given testimony concerning the reduced demand for hotel development, the Commission finds that redesignation to

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[14] *Fact sheet Los Angeles Convention and Visitors Bureau, 1994, in LCP files.*

residential use is consistent with the Coastal Act along as the WOZ designation is maintained and as long as the redevelopment contributes to the public park and walkway projects described above.

Parcel 9, located on Admiralty Way and Tahiti Way, is a vacant County controlled lot. A previous owner received a Coastal development permit allowing this parcel to develop with a 300 room hotel. The certified LCP reserves Parcel 9 for Hotel use only, but the proposed LUPA converts the use to Residential V with the WOZ overlay. Parcel 9 is located on the water, adjacent to the loop road, affords views of the sailing basin and is suitable for recreation. It is the only remaining undeveloped parcel adjacent to the water. The Commission finds that in order to reserve land for recreational development, Parcel 9 must be maintained for a visitor serving use, in this instance a hotel. Therefore, the proposed redesignation of Parcel 9 from a higher-priority Hotel use to a lower-priority Residential use and the decrease in hotel rooms allocated by the proposed LUPA is inconsistent with Sections 30221 and 30222 of the Coastal Act.

In summary, the Commission finds four potential sites for Hotel use (Pages 9, 10, 15 and 61) are redesignated for other uses, and one new site (Parcel 75) is added, for a net loss of three sites. The Commission further finds that all sites designated for hotels in the LCPA are also designated with the WOZ overlay that would allow alternative visitor serving uses on re-development if a hotel proves infeasible.

TABLE 3
COMPARISON OF HOTEL PARCELS[1/]:
EXISTING, CERTIFIED LCP, PROPOSED LCPA, MODIFIED LCPA

Parcel #; Acreage	Existing Use	Certified LCP Use	Proposed LCPA Use	Modified LCPA Use
9; 3.7 AC	Vacant	Hotel	Residential, WOZ	Hotel
10; 7.3 AC	Residential, Commercial	Hotel, Commercial, Residential	Residential, WOZ	Residential, WOZ
15; 10.4 AC	Residential, Commercial	Hotel, Commercial, Residential	Residential, WOZ	Residential, WOZ
22; 1.8 AC	Motel, Commercial	Hotel	Hotel, WOZ	Hotel, WOZ
27; 2.8 AC	Motel, Commercial	Hotel	Hotel, WOZ	Hotel, WOZ
42; 3.8 AC	Hotel	Hotel	Hotel, WOZ	Hotel, WOZ
61; 1.1 AC	Restaurant	Hotel	Commercial, WOZ	Commercial, WOZ
75; 1.2 AC	Office	Office	Hotel, Mixed Use Overlay Zone	Hotel, Mixed Use Overlay Zone
125; 30 AC	Residential, Hotel	Residential, Hotel	Residential, Hotel, WOZ	Residential, Hotel, WOZ
132; 15.6 AC	Yacht Club	Marine Commercial, Hotel	Marine Commercial, WOZ	Marine Commercial, Hotel, WOZ
141; 3.6 AC	Hotel	Hotel	Hotel	Hotel
145; 2.1 AC	Hotel	Hotel	Hotel	Hotel

Reviewed on the basis of more current trip generation rates, residential development under the proposed LUPA as modified has comparable share of peak hour traffic than

15/ Table 2 includes only parcels with hotel as a primary land use category designation. Additional parcels, which are not shown in this table, designated WOZ in the proposed and modified LCPA may apply for available hotel development in respective Development Zones.

residential development had under the certified LCP. The increase in residential uses is also reasonable because there is currently more demand for residential development in the coastal zone than for hotel or visitor-serving commercial uses.

f) Lower-Cost Visitor Accommodations.

Coastal Act Section 30213 states:

> Section 30213.
>
> Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.
>
> The Commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

Similarly, both the previously certified LUP and the LUPA as submitted provide:

> 2-4. Lower cost visitor-serving facilities shall be protected and, to the extent feasible, new lower cost visitor serving uses shall be encouraged and provided within the existing marina.

The Coastal Act, in requiring public access to the coast and reservation of land for public recreation in suitable areas, also requires that such access and recreation facilities serve all economic segments of the population, including low and moderate income people. Such facilities must be inherently accessible at low and moderate cost, because the Coastal Act prohibits the questioning of income in order to use a lower-cost facility. Section 30213 of the Coastal Act requires that all income segments of the population be able to reach, use and see public attractions.

There is also a need in the coastal zone for lower-cost recreation facilities. Failure to provide lower cost recreation would result in the exclusion of a significant portion of the County population from the coast. The 1990 U.S. Census shows that the median household income in the five County CMSA in 1989 was $36,711. In Los Angeles County the median household income in 1989 was $34,965. The mean earned income was $47,710. Eleven percent of the households in Los Angeles County were below the poverty level.

About half the County-owned land, 400 acres, is a marina. Marinas are coastal dependent and recreation oriented. However, boating is inherently high cost. Yacht ownership, or even regular rental and launching of small sailboats is beyond the reach of most Los Angeles residents. While a few individuals do afford boating by living on a boat instead of buying or renting a house or apartment, a Marina is a high cost, and an inherently exclusionary, facility.

The LCP in Marina del Rey proposes a total of 2,585 market rate apartments and 75 market rate congregate care units. The County allows, but does not require, that 15% of all residential development in the Marina del Rey may be affordable for low and moderate income individuals or families.

In order to guarantee the construction of a lower cost over night facility, the certified LCP reserves air space over Parcel P, the flood control basin, as a potential site for a youth hostel, but allows the County to apply for an amendment to remove that land use designation in the event another site or sites were provided near by. The certified LCP also requires all developers of hotels and market rate residential units to contribute towards a youth hostel in the Marina del Rey area, which was defined to include Venice Beach and Santa Monica State Beach. The Commission found: "It is also the Commission's interpretation that the policy obligates the developers of all new hotel and non-priority residential units (i.e. other than low -income) in Area A and the existing marina to contribute toward the cost of a hostel by providing necessary funding not only for "air rights decking and parking" but for the actual hostel facility itself and any associated land acquisition costs. The mitigation fees shall be adequate to fund the construction of a hostel in any of these surrounding communities including but not limited to the project currently being planned in the City of Santa Monica." The Commission also required such a lower-cost facility to be properly sited near transit lines that serve the Marina and Los Angeles International Airport, and connect to other Los Angeles area visitor facilities.

The land uses set forth in the proposed LUPA do not provide any sites for lower cost overnight facilities. Neither the Hotel nor the Residential categories permit youth hostels, RV parks or campgrounds. Thus, the proposed LUPA is inconsistent with Section 30213 of the Coastal Act because it does not ensure availability of lower-cost accommodations.

The proposed LUPA, as submitted, is inconsistent with the recreation and visitor-serving policies of the Coastal Act. The policies of the proposed LUPA are inadequate to

achieve the Coastal Act goal of maximizing the availability of Recreation and Visitor-Serving facilities.

TABLE 4
COMPARISON OF SELECTED RECREATION & BOATING FACILITY PARCELS: EXISTING LAND USE, CERTIFIED LCP, PROPOSED LCPA

Parcel #	Acres	Existing Land Use	Certified LCP Land Use	Proposed LCPA Land Use
EE	7.2	Chace Park	Open Space	Open Space
Q, RR, SS	8.2	Admiralty Park	Open Space	Open Space
HS	5.9	Mother's Beach	Open Space	Open Space
P	10.7	Flood Control, Bird Sanctuary	Open Space, Youth Hostel Potential	Open Space
FF	2.1	Parking lot	Parking	Open Space
GR	2.4	Parking lot	Parking	Parking
3S	2.3	Parking lot	Parking	Parking
OT	1.6	Parking lot	Parking	Residential
IS	2.4	Parking lot	Parking	Parking
N	1.7	Parking lot	Parking	Parking
94R	.9	Office parking	Parking	Office
UR	2.2	Parking lot	Parking	Mrn. Com., WOZ
49M	2.5	Parking lot	Parking	Mrn. Com., WOZ
49R	11.5	Launch ramp	Boat storage	Mrn. Com, WOZ
49S	3	Boat storage	Boat storage	Mrn. Com., WOZ
91	.6	Boat storage	Boat storage	Mrn. Com., WOZ
W	4.1	Commercial parking	Parking	V-S Com., WOZ
Total	69.3	Open Space: 32 Parking: 22.2 Launch Ramp: 11.5 Boat Storage: 3.6	Open Space: 32 Parking: 22.2 Boat Storage: 15.1	Open Space: 34.1 Parking: 8.8 Mrn. Com.: 19.8 V-S Com.: 4.1 Residential: 1.6 Office: . 9.0

3. Findings for Approval of Proposed LUPA Recreation and Visitor-Serving Facilities Policies, as Modified.

As submitted the LUP amendment regarding recreation and visitor-serving facilities policies for the Marina del Rey segment in the LUP amendment chapter A.2 would not protect nor significantly enhance the recreational and visitor-serving facilities of the Marina and is not consistent with the relevant recreation and visitor-serving facility policies of the Coastal Act. Only as modified would the proposed LUP amendment for the Marina del Rey segment be consistent with the above stated Coastal Act Sections.

As modified by the Commission, and set forth specifically below, the proposed LUPA and the Mapped Policies found in Chapter 8 of the Land Use Plan can be found consistent with the Coastal Act.

a) Parking Policies:

Proposed Policy 2-7 is modified to require that all parks include public parking, and these standards are made part of the proposed LUPA. This will enable the public, particularly when coming from inland areas, to have increased opportunities to enjoy the parks and park lands located inside the Marina.

Proposed Policy 2-8 is modified to require that parking facilities be integrated into the overall design of all new development. This will protect the unique characteristics and architectural design of the Marina, and will ensure that parking structures facilities blend into the development's design scheme.

Proposed Policy 2-9 is modified to ensure parking fees remain affordable. This will increase the opportunities for low- and moderate-income individuals to visit the Marina in order to use the Marina's recreation and visitor-serving facilities.

Proposed Policy 2-10, which forbids use of existing public parking lots to supply parking for new development, is modified to clarify which existing parking agreements relying on public parking lots apply and which do not apply. Only parking agreements that predate the Coastal Act or which have been incorporated into a coastal development permit vested prior to LCP certification may use public parking lots to satisfy project parking demand. This will ensure that the overall supply of public recreation parking will not decrease as new development or redevelopment takes place. Access to recreational

facilities and activities in the Marina will continue to be reachable by residents of and visitors to the area.

Proposed Policy 2-11 requires park and ride lots to be available for recreational visitors on the weekends and to make peripheral parking lots mandatory. Time-shared parking, peripheral parking and shuttle services linked to public transit will help accommodate additional demand and improve access to the recreational opportunities in the Marina.

Proposed Policy 2-13 is modified to ensure protection of the existing public parking supply. The modification ensures that no public parking, with the exception of Parcel UR, may be converted to uses other than public parkland. On parcel UR, development of uses other than public parking is required to provide replacement parking on a one-to-one basis such that there is no net reduction in public parking spaces.

Proposed Policy 2-14 is modified to ensure that when multi-use parking is provided in commercial development, such multi-use parking is guaranteed by a permit condition. This will guard against the additional parking demand that would occur if the commercial development decided to eliminate multi-use parking, which cannot occur so long as the requirement for parking is included as a condition of the development permit.

Proposed Policy 2-17 is modified to ensure that all new development will provide public parking and public access on site. This will ensure that new development does not diminish the supply of existing public parking, and that parking will be located convenient to the new development.

b) Protection of Public of Parking Lots:

The land use redesignation of Parcels W, 94, 49M and OT to other uses by the proposed LUPA are modified to require all four parcels to be retained as public parking as follows:

Parcel W, County lot number 1, proposed to be redesignated from Parking to Visitor-Serving Commercial, is retained as Parking. However, Parcel W is permitted to be developed in conjunction with adjacent uses as long as all public parking spaces are retained.

Parcel 94, proposed to be redesignated from Parking to Office, is retained as Parking.

Parcel 49M, proposed to be redesignated from Parking to Marine Commercial, is retained as Parking.

Parcel OT, proposed to be redesignated from Parking to Residential, is retained as Parking. This modification will also reduce non-priority residential traffic by removing the residential units proposed to be allocated to Parcel OT.

c) Existing/Proposed Visitor-Serving Facilities:

The proposed LUPA recreation and visitor-serving policies are modified to prevent displacement of any public boat launches and visitor-serving uses identified on proposed LUPA Map 6, Existing/Proposed Visitor-Serving Facilities (page 2-12 of the proposed LUPA). Other visitor-serving coastal-dependent boating and marine commercial uses not identified on Map 6 may be relocated only if replaced prior to commencement of any development which replaces it. In this way, development will not reduce the amount of land area devoted to existing visitor-serving, coastal-dependent boating or marine commercial uses.

(1) Hotels:

The land use designations of the following parcels are modified to provide additional commercial recreation land:

Parcel 9 is changed from Residential V to Hotel.

Parcel 132 is modified so that rear half of parcel nearest Admiralty Way is changed from Marine Commercial to Hotel.

(2) Lower Cost Visitor Facilities:

The Hotel, Visitor-Serving Commercial and Residential V land use categories are modified to include a youth hostel as an allowable use. This change achieves consistency with proposed LUPA Policy 2-4.

In addition, policies in other chapters are modified to ensure the provision of recreation and visitor-serving uses. Proposed Policy 8-7 is modified to ensure that all new coastal housing development provide evidence of consistency with the public access and recreational policies of the Coastal Act and the LUPA, as modified. Proposed Policy 12-7 is modified to ensure that the development of a fire station within the Marina will be adequately reviewed through the environmental review process and will require an amendment to this LUP. Furthermore, the modification ensures that a new fire station will not remove any parks, coastal recreation support or coastal-dependent uses. Finally, a note is placed in the transportation policies and in development zones associated with Admiralty Park, noting that park area lost to the widening of Admiralty Way must be replaced.

As modified, to ensure the provision of Marina-wide public recreation, the proposed LUPA is consistent with Section 30220 and 30213 of the Coastal Act. As modified the parcel designations are consistent with Coastal Act Sections 30210-30224. As further modified to ensure that all new development will provide adequate recreation so that the demand of new residents ensures that the recreational needs of new residents will not overload nearby coastal recreation areas, the LUPA will be consistent with the access and recreation policies of the Coastal Act.

With these modifications, the Commission finds the proposed LUPA Recreation and Visitor-Serving policies are consistent with Coastal Act Sections 30212.5, 30213, 30220, 30221, 30222, 30223, 30250 and 30252.

4. Findings for Denial of Proposed LIPA Recreation and Visitor-Serving Facilities Implementation Policies, as Submitted.

The proposed LUPA, as modified, adequately protects Recreation and Visitor-Serving uses. The proposed LIPA is not consistent with the proposed LUPA Recreation and Visitor-Serving policies, as modified, because it does not sufficiently require preservation and enhancement of affordable public parking, or adequately provide for lower cost visitor-serving facilities and overnight accommodations. Moreover, the proposed LIPA does not include youth hostels as allowable uses in a number of land use categories that are compatible with youth hostels, such as Visitor-Serving Commercial, Hotel and high-density Residential uses. The certified LIP designates Parcel P for Open Space and a possible youth hostel. As proposed, the LIPA designates Parcel P for Open Space and Park use, while retaining the flood control facility.

The submitted LIPA is inconsistent with and inadequate to carry out the policies of the LUPA that address recreation and visitor serving facilities. The zoning categories in the proposed implementation ordinance allow the change of recreation and boating support uses to general commercial and residential uses. The zoning standards specifically prevent the development of small commercial visitor serving uses along the pedestrian waterfront walkways. the public walkway standards specifically prevent the construction of benches and other amenities on these walkways. The LIPA as submitted does not allow private recreation areas as a method to mitigate private residential impacts on recreation facilities. This proposed implementation is inconsistent with and inadequate to carry out the LUPA as approved with suggested modifications.

5. Denial of LIPA Based on Non-Conformance With Recreation policy 4 and Coastal Act Section 30213

The Coastal Act, in requiring public access to the coast, and reservation of land for public recreation in suitable areas, also requires that such access and recreation facilities include facilities that serve all economic segments of the population, including low and moderate income people. Such facilities must be inherently accessible at low and moderate cost, because the Coastal Act limits questioning about income in order to use a lower cost facility. Section 30213 of the Coastal Act assures that all income segments of the population be able to reach, use and see public attractions.

Coastal Act Section 30213 states:

> Section 30213.
>
> Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.
>
> The Commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

Similarly, both the previously certified LUP and the LUPA as submitted provide:

Policy 2 - 4:

2-4. Lower cost visitor-serving facilities shall be protected and, to the extent feasible, new lower cost visitor serving uses shall be encouraged and provided within the existing marina.

The LIPA as submitted proposes to delete language in sections 22.46.1190.7 and 22.46.1800 of the certified LIP that require all non-priority market rate residential and all hotel development to contribute to a fund to provide lower cost overnight accommodations and establishes such a "youth hostel fund." The submitted LIPA is inconsistent with and inadequate to carry out the policies of the LUPA that address lower cost recreation and visitor serving facilities. The LIPA as submitted does not contain adequate methods of encouraging such facilities. The zoning standards do not include "youth hostel " as an allowable use along the shoreline. The proposed implementation is inconsistent with and inadequate to carry out the LUPA as approved with suggested modifications.

There is a need in Los Angeles County Coastal Zone for lower cost facilities. As discussed above, Marina del Rey has obligations in addition to its Coastal Act responsibility to serve and benefit the public. The Commission interprets "public" to mean all economic sectors of the public.

Failure to provide lower cost recreation would result in the exclusion of a significant portion of the County population from the coast. The 1990 U.S. Census shows that the median household income in the five County Consolidated Metropolitan Statistical Area (CMSA) in 1989 was $36,711. In Los Angeles County the median household income in 1989 was $34,965. The mean earned income was $47,710. Eleven percent of the households in Los Angeles County were below the poverty level.

About half the County-owned land, 400 acres, is a marina. Marinas are coastal dependent and recreation oriented. However, boating is inherently high cost. Yacht ownership, or even regular rental and launching of small sailboats is beyond the reach of most Los Angeles residents. While a few individuals do afford boating by living on a boat instead of buying or renting a house or apartment, a Marina is a high cost, and an inherently exclusionary, facility.

Throughout Los Angeles County, there are very few affordable overnight accommodations located along the beaches. Youth Hostels charge $10-15 per night

per bed. There are two hostels in Venice and a non-profit hostel in Santa Monica. The vacancy rate at the youth hostels was 20%, in the summer in 1993, a year when tourism was low throughout the Los Angeles Area. At the County operated Recreational Vehicle park on Dockweiler State beach, where the County charges $12-15 a night, occupancy reaches 80% during the summer months, even though the campground is located under the take off areas of the Los Angeles International Airport. This facility requires a recreational vehicle for entrance.

The reservation of all overnight rooms to one economic segment of the population is not consistent with Policy 2-4 of the proposed LUPA. There are two types of existing overnight facilities in the Marina del Rey, luxury hotels and motels. The four luxury hotels in the Marina del Rey provide 894 rooms. The range of prices is described in the following chart. Even if most rooms were at the lower part of the ranges given, the lowest cost hotel room in the Marina is 125 dollars night. These 894 rooms represent 93% of the hotel rooms in the Marina.

TABLE 5
HOTEL RATES IN THE MARINA DEL REY, 1995

Hotel	Double-tree	Marina del Rey	Marina Inter-national	Ritz Carl-ton	Jamaica Bay	Foghorn	Total
Number of rooms	300	153	135	306	42	24	960
Rate in dollars per night	$170-210	$125-210	$125-145	$165-255	$79-145	$69-89	$125-255 median: $ 165
[illegible]	0.31	0.16	0.14	0.32	0.04	0.03	1

The Commission finds that these rooms are not affordable to the majority of the residents of the County or the Consolidated Metropolitan Statistical Area (CMSA).

In addition to the luxury rooms, the Jamaica Bay Inn, 42 rooms at $79-145 a night and the Foghorn Inn 24 rooms at $69-89 per night, are moderate cost. These represent 7% of the hotel rooms in the Marina. While it is difficult to assert that an absolute percentage of accommodations should be moderate or lower cost in order to provide access to all economic segments of the population, it is clear that 7%, representing 66 rooms for the 4 million people in the CMSA who are below the median income is not

adequate. The County asserts that any attempt to accommodate lower cost facilities as a part of a higher cost facility would result in an unmarketable higher cost or luxury facility and would result in insufficient land area available for the hotels.

However, it is possible to build accommodations other than hotels that are economically feasible and are open at a lower cost. One of these alternative accommodations is a youth hostel (or elder hostel) that offers dormitory style accommodations, resulting a similar income per square foot, but less outlay for the customer. Other uses that accommodate overnight visitors at a lesser rate per visitor include campgrounds RV parks. and lower cost conference facilities.

There is a history of the Commission requiring market cost overnight accommodations to assure that the limited land available for overnight accommodations also includes lower cost facilities. In 1974, the Commission denied a hotel on the Marina based on traffic, the proposed 14 story height, and the absence of low and moderate cost facilities (Marina International). This denial was upheld by the courts, based in part on the requirement in the bond issue and the master lease to provide access to the general public, and a finding that an upper end hotel was in and of itself exclusionary. In 1979, the Commission approved two hotels A-207-79 and A-49-79 in the Marina del Rey. As finally approved the project included a developer proposed fee in lieu of providing a lower cost accommodation on site. The in lieu fee was based on the number of market rate hotel rooms, the cost of the hotel and the cost of the hostel according to the following formula:

1) Estimated cost of land acquisition and construction for 100 bed superior grade youth hostel in Marina del Rey area (In 1987 the estimated cost was $4,000,000).
2) Number of new hotel units and residential units approved for construction under the Marina del Rey LUP, over which the cost of the new hostel is to be pro-rated.
3) Divide cost of hostel by number of new hotel units.
4) multiply number of rooms by pro rated cost per room.

In 1986, the Commission found that an overnight hostel could be constructed in the general area, as far north as Santa Monica [5-86-175 (American Youth Hostels, Inc.)]. In 1987, the Commission approved a third hotel [5-87-675 (Ritz Carlton)], and in approving it also imposed an in lieu fee to be applied either to an overnight facility or a lower cost day use facility.

Lower cost overnight facilities are not provided in the LCPA. The currently certified LCP provides for a lower cost overnight facility in the Marina del Rey. Currently certified LCP policies provide for a youth hostel funded by an in lieu fee assessed on market rate apartments and hotel rooms. The flood control basin (Parcel P) is designated as a potential site for a youth hostel. Each market rate residential unit and each market rate hotel unit pay a *pro-rata* share of the cost of acquisition and construction of a 100 bed youth hostel.

In recertifying the LCP in December of 1986, the Commission adopted additional findings regarding the provision of a youth hostel in the Marina del Rey area. The Marina del Rey Area was defined by the beaches served by the Marina del Rey, which include Venice Beach and Santa Monica State Beach. The Commission found that an overnight facility serving either of these beaches, was for purposes of overnight accommodation, within the Marina del Rey Area. In making this decision the Commission reviewed the availability of mass transit and lower cost eating establishments. The Commission found that a lower cost facility should be sited close to transit lines that serve the Marina, the airport and Los Angeles area visitor attractions.

In the amendment to the LIP, the County proposes to maintain the requirement to provide lower cost accommodations but to drop the in lieu fee on offices and hotel rooms entirely, redirect all recreation fees on residential development to the improvement of existing County parks, remove the hostel designation from Parcel P, the flood control Parcel.

The proposed land uses in the LIPA do not provide any possible site for overnight facilities to low and moderate income people. Neither the hotel or the Residential R-V uses provide for youth hostels as an allowable use, even though the County has contended that such development can occur without a subsidy. There is no requirement that lands redeveloped with hotels retain a portion of the land area for low and moderate cost facilities, even though the rent on such land is limited by the expected income because the Marina del Rey is publicly owned. Thus, as proposed, the LIPA is inconsistent with and inadequate to carry out LUPA policy 4 because it does not and will not ensure any access to low and moderate income individuals.

6. Findings for Approval of Proposed LIPA Recreation and Visitor-Serving Facilities Implementation Measures, as Modified.

a) Modifications to assure consistency with policy 2-4 of the proposed LUPA.

The LUPA as submitted requires the provision of lower cost visitor serving facilities. The LIPA does not include any specific provisions to carry out the requirement to provide lower cost overnight facilities. The proposed LIPA can be found consistent with and adequate to carry out policy 2-4 (derived from Section 30213 of the Coastal Act) if it: 1) requires that the implementation ordinance preserve and where feasible provide for lower-cost facilities, including lower-cost overnight visitor-serving facilities, 2) permits hostels and campgrounds as an allowable use under the Hotel, Visitor-Serving Commercial and high-density Residential categories and the WOZ conversion designation, 3) encourages conversion of existing apartments to such uses if public safety conditions can be met, and 4) due to the limited land area in the Marina, allows the Director of Regional Planning to consider payment of an in-lieu fee if it can be demonstrated that the fee will result in the provision of lower-cost accommodations in the coastal zone.

Another method of providing lower-cost overnight accommodations would be to reserve a percentage of the site for lower-cost accommodations, such as a youth hostel or lower-cost conference facility. Previously, the Commission accepted the alternative of an off-site accommodation, allowing two hotels to develop approximately 350 rooms each and requiring both hotels to provide the cost of developing a 25-bed youth hostel (or 25 beds of a larger youth hostel, including a prorated share of facilities, bathrooms, a group kitchen, and a lobby). At that time, the Commission determined that 25% of a site is the maximum land area that can be required for lower-cost overnight accommodations without creating a situation in which there is no room on the site for the higher cost facility.

If the land uses in the Marina were designated to serve a population that reflected the income distribution of the County, virtually all of the Marina would be dedicated to moderate and lower-cost accommodations. The reason that the Marina cannot be required to develop only lower-cost overnight accommodations is that some higher-cost accommodations are necessary to make development feasible. The County and hotel developers have in the past informed the Commission that development of only new overnight accommodations at low and moderate cost on-site is not feasible because of the costs of construction. Existing certified LIP sections 22.46.1190(A)(7) and 22.46.1800 establish an in-lieu fee to provide for low- and moderate-cost overnight accommodations. Pursuant to these provisions, a developer could set aside 25% of a

hotel site for development of a youth hostel or could pay a fee to fund such an accommodation off-site.

The Commission finds that it is reasonable, upon demonstration of infeasibility of on-site provision of lower-cost units, to permit a developer to fund a similar accommodation, including lounges, showers and dining halls, representing no less than 10% of the number of units on the site, including acquisition cost. This 10% figure is based on permits previously issued for hotels in the Marina. The 10% in-lieu fee compared to the 25% on-site requirement reflects the difference in Marina land cost. Because of the fluctuating market and cost of materials, the demonstration of need to construct facilities off-site should include: 1) the infeasibility of locating the facility on-site, 2) the current cost of off-site provision of lower-cost units, 3) alternatives to on-site location, and 4) the manner in which provision of these off-site units satisfies the obligation to provide lower-cost accommodations on-site. Accordingly if it is infeasible to provide such facilities on-site, an in-lieu fee program which provides facilities within two miles of Marina del Rey is adequate to carry out and be consistent with the policies of the proposed LUPA.

b) Modifications to allow private recreational facilities

As modified, the proposed LIPA allows private day-use facilities for the exclusive use of residents so that residents of new residential development will not compete with coastal visitors for recreation opportunities. In view of the cost to the County of providing additional public day-use facilities, the Commission finds that some additional private facilities, as requested by the County, would reduce impacts attributable to new residential development on the existing public day use facilities without incurring public costs. The Commission finds that new residential development can in part mitigate its impact upon the public recreation resources either by providing private recreation facilities or by paying an in-lieu fee. While the Commission finds that shoreline accesses are required by the LUPA as modified, the provision of access walkways along waterfront can also serve to mitigate the impacts of residential development.

Accordingly, the Commission modified proposed Section 22.46.1060(G) to add the following language:

> 1) New recreational development shall provide compensatory recreational facilities to offset local residential uses of existing marina park and recreational facilities. Where feasible, such facilities, as identified in subsection G3 of this section, shall be provided on-site as a means of meeting this requirement. Alternatively, where an applicant demonstrates that it is not feasible to locate all, or only a portion of recreational

facilities on-site, then the applicant shall contribute, on a fair and equitable basis, to a coastal improvement fund. Senior congregate care is exempt from this requirement.

2) The public park land area requirement shall be based upon providing three acres of public park land for every 1,000 new residents, or portion thereof. Alternatively, a mitigation fee may satisfy the requirement. The fee shall be based upon the estimated cost of improving an equivalent amount of public park land on a public parcel within the marina. An applicant may choose to meet the requirement by providing a combination of land area and fee.

3) On-site land area credits toward this requirement shall be given for the following facilities: clearly defined and exclusively reserved internal land area devoted to private recreation of the residents, public park land, and that portion of the pedestrian promenade or view corridor not designated as a fire access road, and viewing parks at the end of mole roads or adjacent to the main channel.

c) Modifications to Assure Consistency with the LUPA as Modified.

Proposed Sections 22.46.1240, 22.46.1280, and 22.46.1320 are modified to allow recreation serving support facilities, including small commercial facilities within residential development.

Proposed Section 22.46.1350 is modified to include youth hostels as a permitted use in the Hotel use category, consistent with modifications to the proposed LUPA. This modification will increase low-cost overnight accommodations in the Marina.

Proposed Section 22.46.1430 is modified to limit commercial development on Marine Commercial parcels. The Marine Commercial designation has been modified to limit non-coastal-dependent uses, such as offices, to ancillary uses. This modification will enhance and maintain the recreational focus of the Marina.

Proposed Section 22.46.1180.15(A)(13) is modified to require pedestrian amenities along the waterfront. The required amenities will make the area functional for public use.

Proposed Section 22.46.1140(B) is modified to require the reservation of accessways as provisions of each affected lease. These accessways ensure that private development will not unnecessarily restrict public access to and use of recreational facilities for public use.

Section 22.46.1190(A)(7) is modified so that in-lieu fees reflect inflation, consistent with the LUPA.

Section 22.46.1190(A)(8) is added to require on-site mitigation of hotel development by specifying that 25% of the hotel site must be reserved for youth hostels, or alternatively, payment of an in-lieu fee for off-site mitigation.

The proposed LIPA is also modified to reflect the changes to the land use categories made to the proposed LUPA with respect to parking lots and hotel sites.

As modified, the Commission finds that these sections of the proposed LIPA are consistent with the proposed LUPA, as modified.

D. RECREATIONAL BOATING: LUPA CHAPTER 3.

1. Coastal Act Requirements.

To protect and enhance recreational boating, the Coastal Act requires:

> Section 30220.
>
> Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.
>
> Section 30221.
>
> Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

2. Findings for Denial of Proposed LUPA Recreational Boating Policies, as Submitted.

a) Boating Support

The certified LCP includes a designation "Boat Storage" that protects all boat storage and boat launching uses. The LCPA eliminates the Boat Storage category and combines it with Marine Commercial. The much broader Marine Commercial category includes

boat launching, marine chandleries, yacht clubs, charter boat operations, yacht brokerages, boat repair yards, boating schools and marine related retail and office uses, including marine law offices. The broader use designation would not protect boat storage facilities. The height limit for Marine Commercial is 75 feet which height would accommodate the development of dry-stack boat storage for trailerable boats. However, neither the land use plan nor the implementation ordinance limits the 75 foot height designation to the purpose of dry-stack storage. The specific parcels which were redesignated are the following:

Parcel 91S, privately leased, is designated boat storage and has existing development of a dinghy launch, storage and rental operation; Parcel 49R is currently designated Boat Storage and used as a public launching ramp for trailerable boats and for boat owner parking. Parcel 49S is currently used for boat storage and designated Boat Storage. All are proposed to be redesignated Marine Commercial.

Parcel 77W, privately leased, currently the only commercial mast-up storage facility in the Marina, is now designated Marine Commercial and would remain Marine Commercial. In the certified LCP, policy 2.3 protected the existing use. The proposed policies are less protective because the current use would no longer be protected.

Elimination of the Boat storage designation of these parcels and failure to limit the 75 foot height provision to dry-stack storage only may provide less protection for the confutation of boating uses and is inconsistent with Section 30220 of the Coastal Act, which requires protection of water-oriented recreation activities. Therefore, as proposed, the LUPA must be denied.

Also, the certified LCP has policies that require landside facilities for marinas and marina expansions be protected in future development. The proposed LCPA includes additional boat slips and intensified landside development with out protecting land sites for ancillary facilities . Potential expansion sites are designated for other uses, including increased residential use. Without protection of boating support and marina expansions in the site plans, parking requirements and design requirements, Section 30220's mandate to protect water oriented recreation facilities cannot be carried out.

b) Impacts on winds for sailing.

The Marina del Rey was designed to accommodate sailboats. To protect wind access for sailing, the certified LCP established height limits for development in the Marina

which permitted only relatively low heights adjacent to the water (20-35 feet) rising to unlimited height adjacent to Admiralty Way on the northern part of the Marina and along Lincoln and Washington, and at the end of Via Marina (113 and 112) and Fiji Way (64). This design standard was called the "bowl concept".

The County proposes in the LCPA to abandon the bowl concept. The proposed LUPA would establish in its place a view corridor incentive concept which would 1) establish maximum heights at the mole ends at 45 feet, (a slight increase), 2) raise maximum heights on the mole roads to a range of 45-75 feet to encourage "view corridors" (proposed in Section 22.46.1060 Category 2), and 3) raise maximum heights on the inner loop to a range of 140-225 feet. (See Exhibit 17) On Washington Street and Lincoln Boulevard, maximum heights would continue to extend to 225 feet. At the inland end of the basins along via Marina, the loop road, and on the west side of the Marina, maximum heights would range from 140 feet with 20% view corridors to 225 feet with 40% view corridors (proposed section 22.46.1060 Category 4). Along the entrance channel, on Parcels 113, maximum heights would continue to be 225 feet but without the limitations of the current standards, that limit heights to 35 feet in a 100-300 foot-wide corridor adjacent to the water's edge. The 225 foot height would be extended over the entire area of parcel 112, formerly limited to 35 feet next to the water and 140 feet on the remainder based on its previous zone designation limit of 140 feet. On parcel 64 maximum height would be lowered from 225 feet to 140 feet, (Exhibit 17).

The proposed LUP amendment states that each developer ***may*** be required to study the effect of their proposed building on winds:

The companion LIP requires future development proposals to analyze cumulative wind effects of the development to avoid creating gusts and dead spots that could make it unsafe to sail. Some members of the public believe that high buildings and the gaps created by view corridors would have impacts on winds and on sailing. They contend that a future study of a single parcel is not sufficient to protect sailing, and without a review of the cumulative adverse wind effects of all likely development, the effects of the new height patterns on sailing are so serious that increased heights should not be permitted.

While the Commission sees merit in the interest in more flexible design, the Commission finds that there is not enough evidence before it showing that there will not be a deleterious effect on wind patterns for sailing if greater heights are permitted in conjunction with view corridors. The proposed LUPA does not adequately analyze

cumulative adverse impacts on wind patterns, does not require such studies to analyze the entire basin, including potential adjacent structures, and does not clearly indicate that development may only be approved if all significant adverse impacts are fully mitigated. Because sailing has a higher priority than residential development, the Commission must deny increased heights on the moles and along the sailing basins without an identification and full mitigation of such development's significant adverse cumulative impacts on wind.

The Commission finds that the proposed LUPA is inconsistent with Coastal Act Sections 30220 and 30221, absent standards requiring identification and mitigation of adverse cumulative impacts on significant wind patterns.

The Commission finds that greater heights do not detract from the quality of the Marina as a recreation area as long as larger view corridors are provided. However, as discussed above, the proposed LUPA is inconsistent with Sections 30220 and 30221 of the Coastal Act which mandate the protection of water-oriented recreational activities because: 1) it does not adequately protect boating support uses, and 2) wind studies which adequately address cumulative impacts are not required.

3. Findings for Approval of Proposed LUPA Recreational Boating Policies, as Modified.

a) Boating Support and Services.

Modification of the proposed LUPA is necessary to ensure that the land use designations will be consistent with Coastal Act policies requiring the protection of recreational boating. Accordingly, the proposed LUPA is modified to retain the Boat Storage land use category established in the certified LCP, and by designating Parcels 91, 77, 49R and 49S and part of Parcel 44 for Boat Storage. Boat and marina access shall be preserved along with landside development of other uses. These land use designations which maintain the current boating use will protect vital public recreation and recreational boating uses, along with the public parking necessary to take advantage of and enjoy these uses. As modified to protect boating facilities by retaining the Boat Storage land use category, and then by designating Parcels 91, 77, 49R and 49S, and part of Parcel 44 for Boat Storage use, the proposed LUPA will protect publicly owned, though sometimes privately operated, water-oriented coastal recreation. Proposed Policies 3-1 and 3-5 (modified Policy 3-3) are modified to require all boating and other coastal-dependent facilities to be preserved in Phase II development, although some facilities may be relocated.

The protection of boating support and the preservation of existing lower-cost boating facilities, such as the boat launch, the sailboat rental and the dinghy launch, provide for all economic segments of the population.

Proposed Policies 3-1 and 3-6 (modified Policy 3-4) and the proposed LUPA land use categories in Chapter 8 are modified to retain the Boat Storage designation. The proposed LUPA, as modified, is consistent with the recreational boating standards of the Coastal Act.

b) Wind Study Requirements.

The Commission finds that there is currently a pattern of taller buildings on the inland side of Via Marina and on the north side of the Marina and along Admiralty Way. The Commission finds that, on selected parcels, greater heights can be approved as long as the effects on winds and shading of Marina beaches are mitigated and developers can demonstrate that cumulative impacts on wind will not impede sailing.

In order to minimize interference from wind and ensure access to the Marina, the Commission modified proposed Policy 9-10 (modified Policy 9-9) to require that wind studies analyze potential cumulative impacts on wind currents within the Marina. This policy ensures the preservation of adequate winds for sailing activities. This policy is also modified to indicate that development shall only be approved where all significant adverse impacts, including cumulative impacts on wind patterns, have been fully mitigated.

As modified, the Commission finds that the proposed LUPA policies are adequate to protect recreational boating consistent with Sections 30220 and 30221 of the Coastal Act.

4. Findings for Denial of Proposed LIPA Recreational Boating Implementation Measures, as Submitted.

The proposed LUPA, as modified, adequately protects recreational boating. The proposed LIPA is not consistent with the proposed LUPA, as modified, because it does not include sufficient protection of existing parking for boaters and does not require studies which analyze cumulative wind impacts and mitigation of identified adverse impacts of winds on sailing and sailing-related activities.

5. Findings for Approval of Proposed LIPA Recreational Boating Implementation Measures, as Modified.

The following specific changes are required to ensure that the provisions of the proposed LIPA are consistent with and adequate to carry out the proposed LUPA recreational boating policies, as modified.

Proposed Section 22.46.1060(C) is modified to protect existing parking for boaters. This will ensure that access to recreational boating and related facilities is maintained.

As modified in proposed Sections 22.46.1080 and 22.46.1790, the Boat Storage category beginning in Section 22.46.1460 is reestablished. This protects existing boat storage and restricts the uses permitted to boat storage and accessory uses such as very small (no more than 500 sq. ft.) food sales, ticket offices and bait shops which were not previously permitted in this use category . Heights are limited to 25 feet except for dry stack storage.

Proposed Section 22.46.1180(A)(3) is modified to require that wind studies include an analysis of adverse cumulative wind impacts. This section is also modified to require all adverse impacts on winds to be mitigated, including changing the height, mass or site design of the proposed development. This will protect sailing and sailing-related activities, such as wind surfing.

Proposed Sections 22.46.1190, 22.46.1250, 22.46.1290, 22.46.1330, 22.46.1370, 22.46.1450, 22.46.1530 and 22.46.1730, addressing height limitations and development standards in different use categories, are modified to protect existing boating uses. The modifications require that, in addition to certain facilities located on Parcels 1, 56, 54 and 55 which shall be preserved on site, other boating facilities may be relocated in conjunction with development only so long as the same size or larger boating facility is replaced and water and/or anchorage access necessary to allow the use to operate is preserved. The modification also states that the use shall be replaced before the development which displaces it may commence.. Among other things, this guards against the potential replacement of boating with non-coastal dependent residential and commercial uses.

Proposed Sections 22.46.1420-1450 are modified to limit office and other accessory uses in the Marine Commercial category. Ticket offices and bait shops are allowed as accessory uses, but office uses as modified must be related to on site boating activities,

limited to a maximum of 2,000 sq. feet instead of 50% of the site, and require a conditional use permit. This will ensure that the Marine Commercial category is focused on allowing coastal-related and coastal-dependent land and water uses.

As modified, the Commission finds that these sections of the proposed LIPA are consistent with the proposed LUPA Recreational Boating policies, as modified.

E. MARINE RESOURCES: LUPA CHAPTER 4.

a) Coastal Act Requirements

Sections 30230, 30231 and 30250 of the Coastal Act are designed to protect, enhance, and restore, where feasible, marine resources and the biological productivity and quality of coastal waters.

Section 30230.

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Section 30231.

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Section 30250.

(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have

significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50% of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

(b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.

(c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.

b) Findings for Denial of Proposed LUPA Marine Resources Policies, as Submitted

The marine resources in the Marina include the Marina waters, the Ballona Creek flood control channel, and wetlands including the flood control basin in Parcel P, known as the Oxford Retention Basin. The proposed LUPA does not adequately protect these marine resources consistent with the Coastal Act sections stated above.

The flood control basin is both a marine resource and a significant source of pollutants for the Marina. Although the proposed LUPA lists the flood control basin in Parcel P as a marine resource, proposed Policy 4-1 does not specify that this area that be maintained as a marine resource and where feasible, enhanced and restored, as required by Section 30230 of the Coastal Act. With the increase in the number of residents, vehicles and boat slips contemplated by the proposed LUPA, there could be higher levels of pollutants entering the Marina through surface and storm drain runoff. Any significant increase in the levels of pollutants would have an adverse impact on the marine environment.

The State has recently approved a comprehensive watershed management program, entitled the Santa Monica Bay Restoration Plan ("BRP"), for the Santa Monica Bay. The BRP was prepared under the National Estuary Program, authorized by Section 320(g) of the Clean Water Act. The BRP's intent is to control more effectively discharge of toxic pollutants, such as heavy metals, that accumulate in the environment by addressing habitat and water quality concerns in the Santa Monica Bay through a long-term, comprehensive watershed management strategy. The BRP calls on Los Angeles County and 19 cities within the Santa Monica Bay watershed to implement a minimum number of "best management practices" in order to improve the quality of urban/storm water

runoff that enters into the Bay. Examples include adopting and enforcing land use ordinances which would control erosion and sediment at construction sites, and requiring the implementation of "good housekeeping practices" to reduce the flow of potentially polluted storm water into storm drains.

In September 1994 the Environmental Protection Agency submitted a consistency determination for the BRP to the Commission. In October 1994, the Commission concurred with the consistency determination finding that the BRP is consistent with the California Coastal Management Program.

The proposed LUPA does not ensure conformance with the BRP and thus does not ensure that the County include all necessary and feasible mitigation measures to reduce the amount of pollution entering the bay from storm drain and surface runoff waters.

c) Findings for Approval of Proposed LUPA Marine Resources Policies, as Modified.

As modified, the proposed Marine Resources policies for the proposed LUPA in Chapter 4 can be found consistent with Sections 30230, 30231 and 30250 of the Coastal Act because these modified policies require the maintenance, enhancement and restoration of all of the Marina's waters identified as marine resources.

Proposed Policy 4-1 is modified to ensure that the proposed LUPA includes all marine resources within the Marina area. This will ensure that all marine species and resources are protected.

Proposed Policy 4-2 is modified to ensure that the proposed LUPA will be in conformance with the BRP and with the programs of the Department of Public Works. The modification also ensures that all feasible mitigation measures are included in development projects to reduce pollutant levels entering the Marina from storm drain waters and surface runoff. This will protect the quality of the Marina waters.

Proposed Policy 4-4 is modified to ensure that the biological productivity of the Oxford Retention Basin, a significant biological resource, is enhanced and the quality of water discharged into the Marina is improved. This will have a public health benefit for residents of and visitors to the Marina.

With these modifications, the Commission finds that the Marine Resources policies of the proposed LUPA are consistent with Coastal Act Sections 30230, 30231 and 30250.

d) Findings for Denial of Proposed LIPA Marine Resources Implementation Measures, as Submitted.

The proposed LUPA, as modified, adequately protects marine resources. The proposed LIPA is not consistent with the proposed LUPA policies, as modified, because it does not ensure conformance with the Santa Monica Bay Restoration Plan runoff control measures, such as controlling and filtering drainage and other toxic materials to protect the quality of waters within the Marina.

e) Findings for Approval of Proposed LIPA Marine Resources Implementation Measures, as Modified.

The following specific changes are required to ensure that the provisions of the proposed LIPA are consistent with and adequate to carry out the proposed LUPA marine resources policies, as modified.

Proposed Section 22.46.1180(A)(6) is modified to require control and filtering of drainage from roofs, parking lots and impervious surfaces, and containment of toxic materials consistent with the County's non-point source NPDES permit and the Santa Monica Bay Restoration Plan.

As modified, these sections of the proposed LIPA can be found consistent with the proposed LUPA, as modified.

F. ENVIRONMENTALLY SENSITIVE HABITAT AREAS: LUPA CHAPTER 5.

This chapter deals exclusively with Playa Vista Area A. In March 1995, the Commission approved segmentation of Area A from the proposed Marina del Rey LCPA area. This chapter is deleted from the proposed LCPA, as modified.

G. AGRICULTURE: LUPA CHAPTER 6

This chapter was deleted from the LUP in 1986, when the City of Los Angeles annexed Playa Vista Area B where some farming historically occurred.

H. CULTURAL HERITAGE RESOURCES: LUPA CHAPTER 7.

1. Coastal Act Requirements.

The Coastal Act contains the following requirement for protection of cultural heritage resources.

> Section 30244.
>
> Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

2. Findings for Denial of Proposed LUPA Cultural Heritage Resources Policies, as Submitted.

The Ballona Gap, which includes the land within the LCP study area, is a known site of historic native American villages. Archaeological site survey records identify sixteen known sites in the general vicinity of the Marina, although only two relate directly to the study area.

The proposed LUPA has provisions for the protection of cultural heritage resources. However, the policies do not adequately ensure that the potential impacts to cultural heritage resources are adequately mitigated consistent with Section 30244 of the Coastal Act. To ensure that development, preservation and planning activities do not adversely impact cultural heritage resources, proposed mitigation measures or activities within areas of such resources should be reviewed as part of the Local Coastal Program.

The proposed LUPA requires that the Office of State Historic Preservation be notified once any cultural resources are discovered. However, in cases of archaeological sites, the known locations of such sites are not public information. Therefore, development

could occur on a previously recorded site without the knowledge of the developer or the permitting agency. Once grading commences, site disturbance could adversely impact any resource value. Therefore, the proposed LUPA does not adequately protect the resources in the area.

The proposed LUPA also allows only one location for the preservation of artifacts, the Los Angeles County Museum of Natural History. In cases where Native American grave goods are encountered, State law may require reburial or retention of the artifacts by descendants instead of curation at a museum. The proposed LUPA does not require notification of the Native American Heritage Commission or the descendants of previous inhabitants if burial sites are found, as required by State law. Finally the LUPA does not make it clear that recovery plans are development and would require a coastal development permit, or an amendment to a previously issued coastal development permit. Without notice there is no assurance that the recovery will follow the requirements of the LCP. Without such assurances, the proposed LUPA cannot be found consistent with Section 30244 of the Coastal Act.

3. Findings for Approval of Proposed LUPA Cultural Heritage Resources Policies, as Modified.

The following specific changes to proposed LUPA cultural heritage resource policies are necessary to ensure consistency with the applicable sections of the Coastal Act.

Proposed Policy 7-1 is modified to ensure that preservation, planning activities, and all mitigation measures are consistent with all cultural heritage resource protection policies of the proposed LUPA. The policy provides that potential cultural resource impacts must be reviewed through the County's environmental review process and that appropriate environmental documentation and mitigation measures shall be incorporated as conditions of any approved coastal development permit.

Proposed Policy 7-2 is modified to ensure that all locations considered for the preservation of artifacts by the County or developer are approved according to the terms of State law. This will ensure that the artifacts are handled only by knowledgeable institutions, and are not inadvertently damaged.

New Policies 7-4 and 7-5 are added to ensure that all proper agencies are notified prior to any work so that, once Native American remains or grave artifacts are discovered,

development will not adversely impact any archaeological resources. This will ensure protection of Native American resources.

New Policy 7-6 is added to require the County to approve archaeological recovery plans as amendments to coastal permits, once archaeological resources are discovered, and to require that the plans be consistent with the coastal program and with other provisions of State law. This will ensure that the preservation of cultural resources is coordinated with the coastal permit process and that recovery plans are duly noticed as required by the Coastal Act.

With these modifications, the Commission finds the proposed LUPA Cultural Heritage Resources policies consistent with Coastal Act Section 30244.

4. Findings for Denial of Proposed LIPA Cultural Heritage Resources Implementation Measures, as Submitted.

The proposed LUPA, as modified, adequately protects cultural resources. The proposed LIPA is inconsistent with the proposed LUPA policies for protection of cultural heritage resources, as modified, because it does not ensure proper record-keeping and notification to the Office of State Historic Preservation or the Native American Heritage Commission in the event of a discovery of protected resources.

Findings for Approval of Proposed LIPA Cultural Heritage Resources Implementation Measures, as Modified.

The following specific changes are required to ensure that the provisions of the proposed LIPA are consistent with and adequate to carry out the proposed LUPA cultural heritage resources policies, as modified.

Proposed Sections 22.46.1180(A)(5) and 1190(A)(2) are modified to ensure proper record keeping and notification to the Office of State Historic Preservation or the Native American Heritage Commission if protected resources are discovered.

As modified, the Commission finds that the proposed LIPA is consistent with the Cultural Heritage Resources policies of the proposed LUPA, as modified.

I. COASTAL VISUAL RESOURCES: LUPA CHAPTER 9.

1. Coastal Act Requirements.

The Coastal Act addresses protection of visual resources as follows:

Section 30251.

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

Section 30253.

New development shall:

(5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

2. Findings for Denial of Proposed LUPA Coastal Visual Resources Policies, as Submitted.

The Coastal Act requires the protection of views to and along the coast. The proposed LUPA fails to protect views from the water towards the mountains and from the land to the water. The County proposed LUPA would change the height and density pattern of the Marina. The certified LUP design standards are based on the "bowl concept" which requires low rise buildings located on the mole roads and adjacent to the water and high rise buildings to be located along the perimeter of the Marina. The proposed LUPA would eliminate the bowl concept and establish height limits on a parcel by parcel basis, but the most significant change would be to the parcels on the mole roads, where a flexible height standard would allow development to extend from the 45 foot maximum height to 75 feet (6-7 stories) depending on the amount of "view corridor" provided by the developer, and along the western loop road via Marina, where the same type of flexible height standard would allow development to extend from a 140 foot height to a maximum of 225 feet.

Heights limits for Marina development in the certified LUP are set forth in the *Specifications and Minimum Standards for Architectural Treatment and Construction* (Exhibit 18 and 19), (the *Specifications Manual)*.

Policy 13, in Chapter 8, Design Principles for New Development, of the certified LUP states:

> 13. Maintain and improve the Specifications and Minimum Standards of Architectural Treatment and Construction.
>
> - Continue to enforce the specified height and parking limits.
> - Continue enforcement of the Specifications Manual for construction on Marina parcels as well as the design review and recommendations of the Design control board.

The Commission certified the *Specification sManual* as Appendix C of the certified LCP. The implementation ordinances (LIP) of the certified LCP create a three tier method for regulating development on individual parcels. These three tiers are described in Section 22.46.1200 the Conditions Of Development section of the certified LIP. They are 1) Land Use Category Development Standards (Zoning standards) giving maximum height allowed in the Land Use Category (Sections 22.46.1210 through 22.46.1770), 2) Site Specific Development Guidelines, (Section 22.46.1790), giving site specific height limits and access requirements, and 3) the *Specifications Manual* referred to in Section 22.46.1200 and certified as Appendix C. In both the certified LCP and in the LCPA, neither LUP land use category or LIP zone category development standards alone create a development right unless the development also conforms to the limits found in other sections of the ordinance. The certified LIP specifies that development must conform to all applicable standards. This organization is carried forward into the present LCPA which continues to specify both maximum heights based on zoning category, and height limits and incentive standards specified in the Site Specific Development Guidelines. Apparent :LIP conflicts in height limitations established in the zoning categories, the Site Specific Development Guidelines and the *Specifications Manual* are resolved by Section 22.46.1200, providing, in part:

> . . . ..All development in the existing Marina must conform with the Specifications and Minimum Standards of Architectural Treatment and Construction, administered by the Department of Beaches and Harbors (Appendix C). If there is a conflict between the LIP and the Specifications manual regarding development standards, the more restrictive document shall apply.

Section 22.46.1200 of the LIP makes the implementation measures of the LCP consistent with the height limits set forth in the certified LUP, the controlling document.

However, County officials testified that in their view, the language in Section 12.46.1200 should not result in the application of height limits found in the Specifications Manual to Marina development. They testified that in view of the 45 foot or greater height limits granted in the zoning (Land Use Category Development Standards) and in the Site Specific Development Guidelines, 45 foot height limits apply to most mole and waterfront (loop road) parcels in the certified LUP. They further testified that the designation of parcels 10 and 15, for hotel use granted those loop road waterfront parcels 225 feet heights under the certified LUP. Based on this view, the standards of the proposed LUPA would not significantly change heights allowed on the western loop road.

The *Specifications Manual* limits waterfront parcels, with a few exceptions, to a maximum height of three stories or 35 feet. The site specific exceptions are parcel 125, located along the northern portion of Admiralty Way, (the Marina City Club), parcel 9 on Via Marina, which is zoned for a hotel in the certified LCP, parcel 64, and inland portions of parcels 112 and 113 which are located at the ends of the loop roads. Because most parcels are designated Low Density Residential (R III), Visitor Serving Commercial or Marine Commercial in the certified LCP, the *Specifications Manual* comport with the site specific standards and the zoning category guidelines on the majority of parcels. The only difference is that the *Specifications Manual* establishes heights at 35 feet instead of 45 feet on mole parcels. Even though the certified LIP also includes the Zoning Code height limits, zoning code height limits only apply on parcels where the *Specifications Manual* and the Site Specific Development Guidelines would allow "unlimited heights". The majority of the unlimited (zoning code) height parcels are located on the outer ring of the Marina and are zoned for Office, General Commercial, Hotel and Residential V.

In the proposed LUPA, parcels at the ends of the mole roads would be limited to a maximum height of 45-feet This limit would also apply to the Marina beach area, public parking lots, public open space and the fueling docks. The 45-foot maximum height (up to 75 foot with a 40% corridor), would apply to the mole roads, the public boat ramp site, and other public facilities. The 140-foot maximum height would apply (up to 225 feet with a 40% view corridor), except as shown above, to parcels adjacent to and seaward of Via Marina and Admiralty Way (excluding the parcel 125 (Marina City

Towers), and Parcels 112 and 113, which are each allowed a 225-foot maximum with no requirement of a view corridor.), and frontage along Washington Boulevard. The Marina shopping center would be allowed unlimited height, except that its zone category limits it to 45 feet unless the MUZ option is exercised. The proposed LUPA continues to allow high rise development on 18 of approximately 25 parcels along the outer periphery of the Marina (outside of Admiralty Way and Via Marina). In the certified LCP these parcels were designated "unlimited", limited in height only by the zoning code. Zoning on these parcels, Office, R5 and Hotel, allows heights up to 225 feet.

Table 6 shows the maximum heights on selected parcels on the western loop road, based on the three tier standards found in the certified LCP, in comparison with proposed LCPA heights:

TABLE 6
COMPARISON OF MAXIMUM CERTIFIED LCP HEIGHTS WITH PROPOSED MAXIMUM LCPA HEIGHTS FOR SELECTED PARCELS

PARCEL	CERTIFIED LCP				PROPOSED LCPA		
Parcel	**Land use**	**Specifi-cations manual**	**Zoning Code Height**	**Site Specific Heights**	**Land use**	**Zoning Code Height**	**Site Specific heights**
22	Hotel	2 story **25** feet	225 feet	45 feet but no beach shading	Hotel	225 feet	**45** feet but no beach shading
27	Hotel	2 story **25 feet**	225 feet	45 feet	Hotel	225 feet	**45** feet but no beach shading
GR[16]	Park-in	none	NA	avoid walling in beach	Parking	45 feet waterfro nt 90 peripher y	**45** feet
15	R III mole; Hotel loop	3 stories **35** feet	R III 45'; Hotel 225	mole 45 feet loop NA	R IV	45-140 feet	**45**-75 feet
10	R III /mole; C and Hotel loop	3 stories **35** feet	R III 45/ C 35 feet Hotel 225/	45 feet mole	R III mole/ R V loop	45 mole 225 loop	**45**-75 mole **140**-225 loop
9	Hotel	unlimited	**225** feet	NA	RV	225 feet	**140**-225 feet

[16] *parcels GR and UR, designated as public parking lots in the Specifications had no development standards or height limits in that document.*

TABLE 6, CONTINUED
COMPARISON OF MAXIMUM CERTIFIED LCP HEIGHTS
WITH PROPOSED MAXIMUM LCPA HEIGHTS
FOR SELECTED PARCELS

PARCEL	CERTIFIED LCP				PROPOSED LCPA		
Parcel	Land use	Specifications manual	Zoning Heights	Site Specific Heights	Land use	Zoning Height	Site Specific heights
111	R III	(3 stories 35 feet	R III 45 feet	NA	R III mole RV loop	R III 45 RV-225 feet	45 -75 mole 140-225 loop
	R IV	Unlimited except 35 feet next to channel	R IV 140 feet	NA	RV	225 feet	225 feet
113	RV	Unlimited except 35 feet next to channel	RV 225 feet	NA	RV	225 feet	225 feet
UR	parking	None	45 feet	NA	Marine comm.	45-75 feet	45-75
44	MU marine coml. VSC	3 stories 35 feet	35 feet	NA	Marine comm. and Boat Storage	45-75 feet	45-75 feet
61	Hotel	Unlimited	90 feet	NA	VSC.	45 feet	45 feet

The Commission finds that the proposed LUPA's potential increase in heights on the gas docks and public parks from 25 feet to 45 feet would result in direct impacts on views along the water and in recreation areas. The Commission also finds that the mid- and high-rise buildings permitted in the Boat Storage, Marine Commercial and Office categories, if located seaward of the loop road, would have adverse direct and cumulative impacts on views by encouraging intense development of lower priority uses on land that should be reserved for recreation, and that these height increases are inconsistent with Sections 30251 and 30253 of the Coastal Act.

Because the new height limits would encourage intense development on these recreational parcels, the Commission finds that the proposed LUPA, as submitted, is inconsistent with the coastal visual resources policies of the Coastal Act. As submitted, the policies of the proposed LUPA are inadequate to achieve the Coastal Act goal of protecting views to and along the coastline.

3. Findings for Approval of Proposed LUPA Coastal Visual Resources Policies, as Modified

The proposed LUPA states that the existing height limit of 45 feet for developments located on the mole roads has resulted in uninterrupted low-rise buildings that block the view of the waterfront from the Marina roads. Accordingly, the proposed LUPA provides for additional view corridors in accordance with a view corridor incentive program which permits greater building heights in proportion to increased view corridors. Unlike the certified LCP, the view corridors established in the proposed LUPA must be unobstructed from the ground level to the sky. By encouraging redeveloped parcels to provide view corridors that enhance public views, the proposed LUPA restores and enhances visual quality and is compatible with the Marina's setting as a recreational facility (Exhibit 17, Height Limits in the proposed LCPA).

Furthermore, in the present Marina, many public accessways are under-used because accessways are not visible. Views are blocked by structures or degraded by parking lots. In order to address these two issues, the proposed LUPA includes incentives to incorporate view corridors in projects on redevelopment. The incentives are exceptions to maximum heights based on the width of view corridors provided. To provide incentives for redevelopment of structures that now block views, the proposed LUPA allows increased maximum heights and requires a minimum 20% mandatory view corridor between Marina roads and the water. Additional height may be allowed proportional to a larger view corridor up to 40%. The proposed LUPA specifies the parcels where the view corridor incentive applies and the maximum amount of height permitted in accordance with the view corridor incentive.

The certified LCP requires a 40% view corridor, but only if physically feasible. If it is not physically feasible the Director may waive the requirement. As described in the proposed LUPA, the view corridor requirement may not be waived. The Commission finds that view corridor incentives as proposed can improve views to the water and

increase views to and along the coast. The Commission finds that the increased heights can be approved as part of a general program to redevelop the Marina with view corridors as described, and such a planof development will protect views to and along the coast.

In supporting the proposed LUPA provisions regarding view corridors and heights, the Commission finds that allowing the additional heights in exchange for larger view corridors is consistent with the Coastal Act. The flexibility of design is desirable because, as set forth in the proposed LUPA:

> The design of existing development, particularly several residential projects on the west side mole roads, has hindered the ability of the public to view the waterfront. Much of this design is low-rise, rectilinear buildings taking up most of the linear frontage along the bulkhead. A tunnel vision experience for motorist and walkers is often the result of such design patterns along the mole roads. The existing 45-foot height limit for mole road projects has contributed to this effect.
>
> To mitigate this undesirable effect, some of the buildings incorporate a design concept referred to as "windows to the water" viewshed, whereby the project attempts to afford views by raising the structure a half-floor, and providing an open view through a sunken parking structure. This design has been far from successful. Likewise, public access, which is supposed to be accommodated along the edge of the bulkheads, is made more difficult by such massive and linear buildings.
>
> Flexibility in the design of mole structures could afford greater waterfront views. By allowing taller, but narrower, structures to be built, greater view corridors could be maintained. Allowing structures to build up to median height limits of 140 feet could provide sufficient flexibility in design to accommodate greater view corridors. Structures of between 9 and 11 stories could be built within this height limit. The tallest structures allowed in the Marina, those up to 225 feet, would still only be permitted on the periphery of the Marina, as is the case today.
>
> To guarantee that a public benefit is gained from such taller structures, a strict standard of open and accessible view corridors would be required. Otherwise, the existing 45-foot height limit would remain in effect. A change in the height limits on the mole roads would require modification of the Bowl Concept, which has been a guiding design concept for the Marina since its earliest days. The benefits of improved public viewing and access to the waterfront more than offset the loss of the original design concept.

However, the Commission finds it necessary to suggest modifications to the height categories in the proposed LUPA to protect the character of open space parcels, *i.e.*, park-type uses with low-rise accessory structures. In order to protect visual resources consistent with the Coastal Act, maximum heights on open space lots along the water

and in recreation areas shall be no more than 25 feet, and site-specific basis office buildings located on the waterfront shall be no more than 45 feet high.

The Commission also finds that the proposed LUPA discussion of significant vantage points and potential Marina design features, which would improve the views of the water within the Marina, must be amended to give specific guidance concerning viewing opportunities. The proposed LUPA must be modified to ensure that the ends of the mole roads and lands adjacent to the main channel are identified as significant vantage points. Modification to the list of design features is necessary to ensure that new park and open space areas on the waterfront are included in the list of potential Marina design features which would improve the visual experience within the Marina.

The Commission finds that the following specific modifications are necessary to ensure consistency with the visual resource policies of the Coastal Act:

Proposed Policy 9-1 is modified to ensure that new development restores and enhances the visual quality of the Marina by creating new view corridors on the waterfront. This will increase the amount of water and waterfront views currently available, and will make the Marina a more desirable place to visit.

Proposed Policy 9-3 (modified Policy 9-2) is modified to ensure that on-site signs will not detract from the scenic views and will be subordinate to the setting. This will protect the unique character of the Marina and add to the enjoyment of its use and setting.

Proposed Policy 9-5 (modified Policy 9-4) is modified to require that the proposed LCPA shall control in the event of a conflict between various County standards. The Design Control Board review authority is broadened to ensure that the Board reviews all development consistent with the access policies of the Coastal Act and the adopted policies of the proposed LUPA. This will ensure that a single set of design standards will be followed in the coastal zone so that new developments will maintain an overall appearance consistent with the existing Marina area.

Proposed Policy 9-7 (modified Policy 9-6) is modified to ensure that public harbor views are protected and incorporated into new development on waterfront parcels, and that the minimum standards for a view corridor shall be 20%. This will protect and enhance visual access to the Marina.

Proposed Policy 9-8 (modified Policy 9-7) is modified to add a 25-foot height standard applicable to structures in open space, some parking lots, the fueling docks, and ancillary commercial structures in the Boat Storage category, irrespective of view corridors. This policy will restrict heights along the waterfront and protect existing views of the water.

Proposed Policy 9-11 (modified Policy 9-10) is modified to clarify that consistent with the LUPA policy 6, chapter 1 and the modifications required to that policy and discussed previously, additional access shall be provided on Parcels 64, 112 and 113 in conjunction with lease extensions.

New Policy 9-13 is added to require the provision of landscaped pedestrian areas along the bulkheads in conjunction with new development. The modification requires that benches and other amenities be provided in conjunction with the landscaped pedestrian areas. The required amenities will make the area more attractive for public use.

As modified, the Commission finds that the proposed LUPA is consistent with Coastal Act Sections 30251 and 30253.

4. Findings for Denial of Proposed LIPA Coastal Visual Resources Implementation Measures, as Submitted.

The proposed LUPA, as modified, adequately protects visual resources. The proposed LIPA is not consistent with the proposed LUPA policies for protection of coastal visual resources, as modified, because it does not limit most waterfront development to maximum heights between 45 and 75 feet to protect views, require implementation of the view corridor concept, reduce the impact of waterside fire lanes by requiring the addition of benches and other amenities or reduce maximum heights in the Visitor-Serving Commercial category from 140 to 45 feet.

5. Findings for Approval of Proposed LIPA Coastal Visual Resources Implementation Measures, as Modified

The following specific changes are required to ensure that the provisions of the proposed LIPA are consistent with and adequate to carry out the proposed LUPA Coastal Visual Resources policies, as modified.

Proposed section 22.46.1200 that states, in part:

> All development in the existing Marina must conform with the Specifications and Minimum Standards of Architectural Treatment and Construction, administered by the Department of Beaches and Harbors (Appendix C). If there is a conflict between the LIP and the Specifications manual regarding development standards, the more restrictive document shall apply.

This language is inconsistent with the height and design provisions of the LUPA as modified, and as such is deleted from the LIPA. All other references to the Specifications Manual, which may indicate that the height limits in the Specifications Manual apply, are similarly modified to clarify that the height limits found in the manual no longer apply to this LIPA.

Proposed Section 22.46.1410 is modified to reduce maximum heights in the Visitor-Serving Commercial category from 140 feet to 45 feet. The Site-Specific Development Guidelines on Parcel 134, which permit an office use, are modified to reflect the standard height of 45 feet for waterfront parcels with the option of extending to 75 feet in accordance with the view corridor incentive policies. Lower-priority uses on the waterfront are limited to maximum heights of 45 feet, even though greater heights had been proposed in the amendment to be applicable to the site if a WOZ use is developed.

The primary land use categories beginning in Proposed Section 22.46.1220 are modified to ensure that heights for Visitor-Serving Commercial uses are consistent with the proposed LUPA, and Proposed Section 22.46.1650 is modified to lower maximum heights in the Open Space use category to 25 feet.

Proposed Section 22.46.1050 is modified to include the view corridor concept.

Proposed Section 22.46.1060(E) is modified to reflect the changed heights allowed in the proposed LUPA, as modified. The Design Control Board's functions have been broadened to enable the Board to review high-rise development consistent with the proposed LCPA. Subsection 5 is modified to indicate that height may be reduced to protect solar access to beaches, parks, and boat basins, and winds for sailing.

Proposed Section 22.46.1180(A)(10) is modified to ensure that, in the event of a request for increased building height, an adequate depiction of the proposed view corridor is provided as part of the application.

Proposed Section 22.46.1180(A)(13) is modified to improve the visual impact of the waterside fire lanes with the addition of benches and amenity areas on the seaward side of the walkways.

Proposed Sections 22.46.1200 through 22.46.1690 are modified to reflect the increased requirements for fire, physical and visual access along the waterfront.

Proposed Section 22.46.1410 is modified to reduce maximum heights in the Visitor-Serving Commercial use category from 140 feet to 45 feet.

The Commission finds that the proposed LIPA, as modified, is consistent with the proposed LUPA, as modified.

J. HAZARDS TO DEVELOPMENT LCPA CHAPTER 10.

1. Coastal Act Requirements.

With regard to hazard areas, Section 30253 of the Coastal Act states:

> Section 30253
>
> New development shall:
>
> (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
>
> (2) Ensure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural land forms along bluffs and cliffs.

2. Findings For Denial of Proposed LUPA Hazard Areas Policies, as Submitted.

Although there are no active or potentially active earthquake faults that traverse the Marina del Rey area, the potential for geologic hazards exists from seismic activity centered in adjacent surrounding areas. There are two faults (Charnock fault and Overland fault) that are part of a major fault system--the active Newport-Inglewood

Fault Zone--that lie 2.7 and 5.5 miles easterly of the Marina area. The Malibu Coast fault is also within close proximity to the Marina.

One of the greatest potential hazards for the Marina area is liquefaction. Liquefaction is the result of strong ground shaking of water-saturated, loose to moderately dense sand and silty sand. The United States Geological Survey[17] designates the Marina area as having "very high" susceptibility to liquefaction (as shown on Map #26, Seismic Hazards, page 10-7, of the proposed LUPA). Liquefaction could cause lateral spreading and local ground instability resulting in the collapse of bridges or buildings. In Redondo Beach, the 1994 Northridge earthquake caused ground failure and liquefaction resulting in over $3,000,000 damage to King Harbor.

The proposed LUPA does not adequately ensure the structural integrity of structures consistent with updated standards which reflect recent information which has become available as a result of the Loma Prieta and Northridge earthquakes. The proposed LUPA does not require development to provide documentation demonstrating that channel construction or development adjacent to channels will survive geologic hazards and that engineered structures could mitigate any potential impact from liquefaction or ground failure. Without requiring such documentation to be submitted with the development proposal, the potential for damage from geologic hazards, including liquefaction, cannot be adequately addressed. Therefore, the proposed LUPA is not consistent with Section 30252 of the Coastal Act.

3. Findings for Approval of Proposed LUPA Hazard Areas Policies, as Modified.

As modified, the proposed LUPA incorporates additional criteria that would more accurately reflect recent experience with liquefiable soils and seismic events. The Commission finds such additional criteria must be considered in the preparation of geologic reports, including standards relating to ground failure, lateral spreading and liquefaction. The Commission may, on appeal, deny individual development projects if hazards cannot be mitigated sufficiently to protect life and property.

Proposed Policy 10-1 is modified to require all development to provide a flood control runoff and storm drain plan consistent with the Santa Monica Bay Recovery Plan (see discussion in Marine Resources, above). This plan must be approved the Department of Public Works.

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[17] *reference professional paper 1360(1895)*

Proposed Policy 10-3 is modified to require that all development proposals provide geotechnical documentation to ensure that no foreseeable public safety hazards are created and that all potential hazards from seismic shaking, lateral spreading, liquefaction and ground failure are adequately mitigated. Development that fails to demonstrate safety shall be denied. This will protect development against ground instability.

With these modifications, the Commission finds that the proposed LUPA hazard areas policies are consistent with Coastal Act Section 30253.

4. Findings for Denial of Proposed LIPA Hazard Areas Implementation Measures, as Submitted.

The proposed LUPA, as modified, provides adequate protection for hazard areas. The proposed LIPA is not consistent with and inadequate to carry out the proposed LUPA policies addressing hazard areas, as modified, because it does not require the study of lateral spreading and potential ground failure in connection with new development.

5. Findings for Approval of Proposed LIPA Hazard Areas Implementation Measures, as Modified.

The following specific changes are required to ensure that the proposed LIPA is consistent with and adequate to carry out the proposed LUPA Hazard Areas policies, as modified.

Proposed Section 22.46.1180(A)(4) is modified to add the requirement for study of lateral spreading and potential ground failure to the requirements for geologic analysis. This section is also modified to reflect the continual revision of Seismic protection codes and to give notice that the all development must conform to the most recent guidelines of the California Seismic Safety Commission. This will help to ensure the structural integrity of structures within the Marina.

As modified, the Commission finds that the proposed LIPA is consistent with the proposed LUPA, as modified.

K. TRAFFIC CIRCULATION: LUPA CHAPTER 11.

1. Coastal Act Requirements.

The following sections of the Coastal Act apply to traffic circulation:

Section 30250.

(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50% of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

Section 30252.

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development.

2. Findings for Denial.

a) Failure of proposed LUPA to Adequately Address Cumulative Impacts on the Subregional Traffic System.

Sections 30250 and 30252 of the Coastal Act require that development maintain and enhance public access to the coast by assuring that development occurs in areas that can accommodate it and by reserving capacity on access routes for recreational traffic. Congestion of access routes to this area has been an issue in many past Commission permit actions and in the Commission's action in approving the certified LCP.

Two State highways serve the LUPA area. They are the Marina Freeway/Expressway (Route 90) and Lincoln Boulevard (Pacific Coast Highway). Route 90 and its extension to Lincoln Boulevard serve as the main access from the east to the Marina and to Venice and Dockweiler State Beaches. Lincoln Boulevard provides access to the Westside and South Bay areas. (Exhibit 2).

When the Marina was constructed in the 1950's, Pacific Avenue was a major subregional route for north/south bound traffic along the coast. The construction of the Marina severed Pacific Avenue so that it was no longer a continuous route from Santa Monica to the north and Manhattan Beach to the south. As a result of the interruption of the Pacific Avenue corridor, traffic from Pacific Avenue was forced onto Lincoln Boulevard, which runs along the eastern boundary of Marina del Rey. Lincoln then became the most westerly access route for the beaches in the area. North and south bound traffic was forced east onto Lincoln. Westbound traffic coming off route 90 was forced to turn right on Lincoln and left on Washington. As a result, Lincoln Boulevard and Washington Street became one of the most congested intersections in the City of Los Angeles. Lincoln Boulevard currently operates at levels of service ranging from D through F on weekdays at peak hour and slightly higher on major holidays (Level F indicates forced flow with stoppages for long or short periods or total congestion with roadways becoming storage areas LCPA Page 11-8, see Exhibit 12).

Traffic generated by additional development in the Marina would impact access to the coast by adding traffic to the already congested highway system. Additional traffic generated by new development would contribute to the congestion of the road system, exacerbating access difficulties to public recreational areas that are adjacent to the congested roadways. Faced with delays, some members of the public could avoid the Marina as a recreational destination and go elsewhere, which would overburden other nearby recreational areas.

The certified LCP traffic mitigation for additional development was based on the Gruen Study (1982) which included an analysis of the proposed undeveloped unincorporated area and of existing and potential development in the Marina del Rey. Based on the Gruen study, it was estimated that the approved development would generate 31,000 vehicle trips per day and 3103 peak hour trips. See Table 7, However, the certified LCP imposed a development cap based on traffic generation that was commensurate with the amount of traffic tat could be mitigated by specified traffic improvements.

TABLE 7
NEW DEVELOPMENT
PERMITTED IN THE CERTIFIED LAND USE PLAN

LAND USE	Gruen 1982 certified LCP peak hour trip rate per unit or sq. ft.	Units or square feet of Development permitted after funding of Marina Bypass is guaranteed Phase II	Maximum trip per Category of Development using Gruen rates
RESIDEN-TIAL	0.7	1500	1,050.00
HOTEL ROOMS	0.7	743	520.1
RESTAURANT SEATS	0.07	462	32.34
BOAT SLIPS	0.3	383	114.9
SPECIALTY RETAIL #	14.7/1000.	14,000	205.8
OFFICE#	2.2/1000	200,000	440
TOTAL TRIPS			**3103**
CAP			**2400**

The additional development authorized in the certified LCP could not be constructed without an agreement to fund the Marina Bypass between the County Department of Beaches and Harbors, (landlord) and the Marina lessees. The Marina Bypass was designed as a four lane roadway connecting the intersection of route 90 and Lincoln Boulevard to Washington Street. Both the State Highway Plan and the Transportation Element of the Los Angeles County General Plan because it considered the best alternative to relieve traffic congestion on Lincoln Boulevard. The Bypass was proposed to enable traffic to avoid the Lincoln Washington intersection, in order to speed up both east/ west and north/ south bound traffic.

The certified LUP limited the amount of new development based on the traffic capacity of the improved transportation system, during its most heavily travelled hour, the

evening peak hour. This cap is established at 2400 peak hour trips. Even though the total zoning capacity of the certified LUP area could generate more than 2400 peak hour trips, the certified LUP provides that when the total peak hour trips generated by new development reaches the theoretical capacity of the improved streets and highways, 2400 peak hour trips, no additional development can occur. The purpose of the policy was to encourage development to occur, while limiting development to the capacity of the improved traffic system and reserving traffic capacity for priority uses.

The Gruen study estimated that the Marina Bypass would provide a significant improvement to the flow and capacity of the area's circulation, accommodating 1,150 additional peak hour trips. The combination of internal Marina improvements (widening Admiralty, intersection improvements and the construction of the Marina Bypass was estimated at the time to increase the traffic capacity of subregional system by about 2400 trips. The Commission found those transportation improvements called for in the certified LCP would be adequate because the LCP also included a development cap, limiting total new maximum allowable development to 2400 peak hour trips.

In the proposed LUPA additional development would be permitted without ensuring that traffic improvements necessary to mitigate the increased generation of traffic would be in place. The proposed LUPA focuses on impacts on internal streets; subregional traffic impacts are not addressed. The proposed LUPA includes a greater proportion of residential development in proportion to visitor-serving uses, but significantly less non-priority office development (See Table 1 above).

In anticipation of the preparation of this proposed LCPA, Los Angeles County Commissioned a study of traffic in the Marina. (DKS, 1991) The study differed from the previous (Gruen 1982) study because it confined itself to impacts which were located within the boundaries of the LCPA area where the County had the power to construct roads. The 1991 DKS report, prepared for the proposed LUPA, used customized trip generation rates developed through trip generation surveys conducted in the Marina. The 1982 Gruen study, used for the certified LCP, is based on the nationally accepted trip generation rates listed in the *Institute of Transportation Engineers (ITE) Trip Generation Manual*. Because these two studies use different trip generation rates, the traffic figures in the studies are not directly comparable. A comparison of the trip generation rates used to develop the certified LCP and the proposed LCPA is found in Table 8 below

TABLE 8
TRIP GENERATION RATES
OF 1982 AND 1991 STUDIES.

LAND USE	GRUEN 1982 CERTIFIED LCP PEAK HOUR TRIP RATE	DKS 1991 PROPOSED LCP PEAK HOUR TRIP RATE
RESIDENTIAL	0.7/Unit	0.326/Unit
CONGREGATE CARE		0.170/Unit
HOTEL ROOMS	0.7/Room	0.353/Room
CONFERENCE ROOMS		1.37/1000 sq. ft.
RESTAURANT SEATS	0.07/Seat	0.250/Seat
BOAT SLIPS	0.3/Slip	0.137/Slip
SPECIALTY RETAIL	14.7/1000 sq. ft.	4.44/1000.
LIBRARY		4.74/1000 sq. ft.
OFFICE	2.2/1000 sq. ft.	2.21/1000 sq. ft..

According to the traffic studies used in preparing the proposed LUPA (DKS, 1991), new development in the Marina would generate 20,770 vehicle trips per day, with 2,813 peak hour trips. See Table 9

Table 9
Evening Peak Hour Trip Generation
Proposed LCP

Use	Amount proposed LCP	(Times 1991 peak hour trip generation rate) equals	Evening peak hour trips proposed LCP
Residential units	2,585	.326	843
Congregate Care	75	.170	12.75
Hotel rooms	905	.353 per room	319
Conference room	40,000 sq. ft	1.37/1,000 sq. ft.	54.8
Restaurant seats	1,875	.250	468
Boat slips	383	.137	52
Specialty Retail	208,500	4.44 /1000 sq. ft.	925.7
Library	1,500 sq. ft.	4.74/1,000 sq. ft.	7.11
Office	58,000	2.21 per 1000 sq. ft.	128
TOTAL P.M. Peak Trips using new rates			**2810.36**

Most of the 20,770 vehicle trips generated by the proposed additional development would originate or end outside the Marina, directly impacting the subregional transportation system. The 1990 United States Census estimates that the resident population of the Marina is approximately 7,431 people. Of this total approximately 5,493 residents commute to work. Of the total Marina commuters, over 75% (4,174) work in incorporated areas within Los Angeles County. In addition, another 24% (1,319) of the commuters were listed as working at various locations within unincorporated Los Angeles County, which means that a certain percentage of the 24%

would possibly work within the Marina while the remaining percentage commute to other Los Angeles County areas. Therefore, between 75% to 95% of the Marina commuters commute outside of the Marina. Thus, existing Marina residents significantly contribute to the existing regional circulation problem, and the addition of 2,660 new residential units to the existing Marina would increase the burden on the regional circulation system.

These new vehicle trips will add a significant amount of traffic to the local and regional road system where major intersections are operating at an average of 90% capacity. Studies prepared by Caltrans were unable to predict from the study information whether the trips would turn north or south, so Caltrans was unable to predict the exact impacts on the Lincoln/Washington intersection. However, County transportation planners were able to predict that with development of the second generation of the Marina, there would be a 5% increase on traffic through that intersection (Exhibit 13).

In analyzing the impact of development, the County DKS study analyzed the impacts of development on traffic within the Marina. The County did not analyze the effects of potential marina development upon the Lincoln Washington intersection, instead defining impacts to include only impacts within the Marina. The study did, however, include statistics describing current levels of use of the subregional intersections:

DKS Traffic Study[18]

The Marina del Rey Traffic Study by DKS Associates was conducted during the period of June to December 1990. The primary purpose of this study was to provide information and data for reanalyzing the LUPA, and to determine the changes in conditions since the Gruen Associates traffic studies were conducted in 1982.

FIGURE 12
EXISTING WEEKDAY VOLUME/CAPACITY (V/C)
AND LEVELS OF SERVICE (LOS)

	AM Peak		PM Peak	
Intersection	**V/C**	**LOS**	**V/C**	**LOS**
Via Marina & Washington Blvd.	0.70	C	0.96	E
Via Marina & Admiralty Way*	0.51	A	0.83	D
Via Marina & Panay Way*	0.58	A	0.53	A
Via Marina & Marquesas Way*	0.33	A	0.39	A
Via Marina & Tahiti Way*	0.41	A	0.40	A
Via Marina & Bora Bora Way*	0.35	A	0.33	A
Palawan Way & Admiralty Way*	0.68	B	1.06	F
Lincoln Blvd. & Washington Blvd.	**1.00**	**F**	**1.19**	**F**
Lincoln Blvd. & Marina Exprswy	**0.84**	**D**	**0.95**	**E**
Admiralty Way & Bali Way*	0.58	A	0.99	E
Lincoln Blvd. & Bali Way*	0.57	A	0.82	D
Admiralty Way & Mindanao Way	*0.80	D	0.99	E
Lincoln Blvd. & Mindanao Way*	0.88	D	0.90	E
Admiralty Way & Fiji Way*	0.31	A	0.51	A
Lincoln Blvd. & Fiji Way*	0.58	A	0.83	D
Mindanao Way & Marina Expy EB	0.86	D	0.93	E
Mindanao Way/Marina Expy WB	0.59	A	0.81	D
Culver Blvd. & Jefferson Blvd.	0.92	E	1.00	F
Lincoln Blvd. & Jefferson Blvd.	**1.01**	**F**	**0.99**	**E**

* Indicates intersections within the County unincorporated area; other intersections are in the City of Los Angeles.

Note: Volume to Capacity Ratio (V/C) - is a traffic measurement that defines the relationship between the volume of traffic using a given traffic facility and the design capacity of that facility, where 1.0 (or 100%) represents the facility at maximum

[18] This study is incorporated into this LUPA by reference. The discussion that follows is necessarily a summary of the full study. When a fuller explanation is desired, referral to the full document is advised.

capacity. Ratios greater than 1.0 indicate forced flow operation such that the flow of traffic may drop to zero for short periods of time.

County transportation planners estimate that the impacts of the Marina's second generation would be a 5% increase in traffic at the corner of Lincoln and Washington. After the construction of the Marina Freeway in the 1960's, the east/west route was diverted onto Lincoln Boulevard up to its intersection with Washington. Further adding to traffic congestion in the area is the future development of the nearby Playa Vista development in the City of Los Angeles (Area B and C). As stated in the 1991 Traffic Study prepared by DKS Associates/Gruen Associates, traffic generated by the Playa Vista project will have a significant impact on the circulation system of the Marina. Moreover, ambient growth, which is growth in traffic attributable to regional traffic growth, is projected to increase traffic along the corridor by 10% by the year 2010. The County estimates that if all potential development occurs without mitigation, evening peak hour traffic at the key subregional intersection of Lincoln and Washington, would rise to 2.07 times capacity.

The proposed LUPA no longer suggests the central regional traffic mitigation measure required in the certified LUP-- the Marina Bypass. Although Admiralty Way would be widened from its current four lanes to five lanes to improve existing conditions and to accommodate additional traffic generated by new development and through traffic, Admiralty Way improvements would not reduce traffic on a subregional basis. The proposed LUPA does not quantify or require a specific cumulative mitigation measure such as the Marina bypass for subregional traffic impacts, but, instead, establishes a procedure which relies on the environmental review process to identify mitigation measures on an ongoing basis.

Policy 5 of the Circulation Chapter of the proposed LUPA states:

> 5. **Traffic Mitigation Requirements.** Traffic impacts, generated by development in the LCP study area, upon the circulation system outside the unincorporated area of Marina del Rey, shall be mitigated by the developer prior to receiving final discretionary permits, provided nexus can be established between the development project and the traffic impacts. This nexus connection shall be determined during the environmental review process.

This policy of the proposed LUPA does not assure that all direct and cumulative traffic impacts on roads leading to the Marina would be mitigated. The LUPA contains a list, list 3, of potential subregional improvements. While some of the subregional mitigation

measures on list 3 cannot be constructed before improvements either by individual developers or completed before occupancy, there is nothing in the LUPA that assures that street improvements would be in place before substantial amounts of development occur.

The Commission finds that lack of specific criteria for environmental studies and mitigation of subregional impacts would cause differences between traffic studies performed for individual development projects. Methodologies between consultants and from one project to another would vary, thereby creating an uneven analysis of the impacts of each development. The lack of specificity with regard to mitigation of subregional and cumulative impacts is inconsistent with Coastal Act Section 30250.

The proposed LUPA also does not adequately require the mitigation of traffic impacts on subregional routes before issuance of coastal development permits. Consequently, the proposed amendment, while allowing alternatives to the Bypass, does not assure that one of the alternatives will be carried out and that all direct and cumulative traffic impacts on roads leading to the Marina will be mitigated. Most of the subregional mitigation measures on list 3 cannot be constructed by individual developers or even completed by a consortium of developers before occupancy of the earliest of the approved development. However, there is nothing in the plan that assures that any subregional mitigation will be in place before substantial amounts of development occur. One alternative is that all improvements that are found to be necessary to mitigate the developments' impacts will be completed prior to the occupancy of the new development. If that is not practical due to the relative scale of the impacts (small), and the improvement (large), the plan needs to assure that the development of the plan as a whole will be reasonably phased so that development does not overrun improvements and that development does not proceed if there is not capacity to accommodate it. Without such provisions the plan amendment can not be found consistent with Sections 30252 and 30254 of the Coastal Act.

b) Failure of Proposed LUPA to Adequately Mitigate Internal Marina del Rey Traffic

The Marina's internal circulation system consists of two main components. First, two secondary highways -- Admiralty Way on the east and north, and Via Marina on the West -- serve as the main collector roads within the Marina. Second, a number of local streets provide access to the waterfront along mole roads, including Fiji Way, Mindanao Way and Bali Way on the east side, and Tahiti Way, Marquesas Way, Panay Way and

Palawan Way on the west side. Development caps in the development zone policies of the proposed LCPA limit potential development to the capacity of these streets. The capacity is based on the street capacity after completion of the improvements listed as Category 1 improvements in the proposed LCPA.

The proposed LUPA requires agreements between developers and the County for completion of internal Marina del Rey mitigation measures specified in the LUPA as Category 1, be in effect prior to commencement of development authorized by the LUPA. The proposed LUPA further requires a phasing schedule for the improvements such that development can proceed only as new road capacity becomes available.

The proposed LUPA has shortcomings with respect to the phasing language and integration of Category 1 improvements with the coastal development permit process. The proposed LUPA does not explicitly prohibit occupancy of new development prior to completion of mitigation measures which would fully mitigate the impact of such development. As a result, new development could be occupied and generating traffic prior to completion of necessary road improvements, thereby creating a significant adverse impact on coastal access.

The proposed LUPA prohibits development without agreement on traffic mitigations, but does not clearly require agreements prior to issuance of coastal development permits or that such agreements be incorporated into coastal development permits. These deficiencies leave loopholes in the proposed LUPA which could enable developers to pursue projects which have not been adequately conditioned by the coastal development permit process, and which could create significant adverse impacts on coastal access.

The lack of sufficient restrictions requiring completion of internal Marina del Rey improvements prior to development occupancy, and the lack of integration with the coastal development permit process make the traffic circulation policies of the proposed LUPA inconsistent with Sections 30120 and 30252 of the Coastal Act.

3. Findings for Approval of Proposed LUPA Traffic Circulation Policies, as Modified.

The Commission's modifications will result in the following changes to the proposed LUPA: 1) development in the Marina must pay its fair share of regional traffic improvements to mitigate offsite and cumulative impacts, 2) development must not

proceed within the Marina until street capacity to serve it can be guaranteed before occupancy, 3) traffic mitigation measures must be integrated with the coastal development permit process, and 4) no more than half the development in the Marina will be permitted to proceed without mitigating subregional traffic impacts while the County negotiates with Caltrans and the City of Los Angeles concerning routes and funding for highway improvements. Before development generating over half of the approved external trips may go forward, agreement on routes for actual subregional improvements must have occurred and funding for those improvements must be in place.

The Commission received letters from the City of Los Angeles and the State Department of Transportation (Caltrans) regarding alternatives. The City and Caltrans suggested that the traffic mitigation plan was missing two elements: a limit on development until necessary subregional mitigation outside the Marina occurred and a guarantee that they would be consulted concerning the mitigation measures required.

The DKS Traffic Study, on which traffic projections in the proposed LUPA are based, recommended that local, specially-developed trip generation rates be used for traffic assessment in Marina del Rey. The study contends that local rates more accurately reflect peak hour trip generation than national averages on which the Institute of Transportation Engineers' ("ITE") "Trip Generation Manual" is based. The DKS Study developed a set of local trip generation rates for Marina del Rey; a combination of these local rates and rates from the ITE Trip Generation Manual (4th Edition) were used in the proposed LUPA. The ITE rates were used in cases where insufficient data was available in the local study or where the ITE data was determined to be more accurate for a yearly average than the local Marina del Rey sample data.

The Commission finds that the trip generation rates included in the proposed LUPA better reflect current local traffic behavior than the rates derived from national data included in the certified LCP, and use of the local rates is necessary for a correct and accurate assessment of the impacts of additional development in Marina del Rey. The Commission finds the use of the localized updated generation rates consistent with Coastal Act Sections 30250 and 30252.

Recent traffic studies, including the DKS Study, indicate that the Marina Bypass is not essential to mitigate traffic impacts generated by Marina development. Further, development of the Marina Bypass was beyond the control of the County and the marina lessees. The Bypass was located in the jurisdiction of the City of Los Angeles and opposed by City officials because of impacts on nearby areas. Local residents also

opposed the Bypass because of direct impacts of the Bypass on nearby houses and because of the impacts of the traffic it would deliver to neighborhood streets, that do not have sufficient capacity to handle additional traffic.

Widening Admiralty Way to five lanes has been determined to be an effective means of increasing traffic capacity within the Marina. The Commission finds that the Admiralty Way improvement, in conjunction with other mitigation increasing the capacity of the subregional system designed in consultation with neighboring jurisdictions, is a viable alternative to the Marina Bypass. Such potential improvements include but are not limited to connecting Admiralty with the subregional system. Any particularly project's responsibility for such improvements would be determined by project-specific environmental review in consultation with Caltrans and the City of Los Angeles. The Commission further finds that the traffic impacts generated by development in the proposed LUPA can be effectively mitigated if a coordinated package of circulation improvements are undertaken, including selected intersection improvements, widening of Admiralty Way and other roads, signal light synchronization if available, improved transit services and initiation of shuttle bus services.

An important modification to the traffic and circulation improvements is the addition of a connector between Route 90 and Admiralty Way to the list of Category 3 improvements, which may be implemented to mitigate the cumulative impacts of new development on the subregional system. In order to incorporate this modification, the Commission added new sub-policies 6 and 7 to proposed Policy 11-3. These sub-policies describe the two ends of the Route 90-Admiralty connector at Lincoln/Route 90 and the western edge of Parcel OT, where it connects Admiralty Way to Washington Street, as well as add the improvement to the pool of potential Category 3 improvements. The design of this connector is still subject to debate, but its construction at the westbound only configuration favored by Los Angeles County would reduce the traffic at Lincoln and Washington by 5%, mitigating impacts on this intersection caused by all additional development proposed in this LCPA. Improvement to the flow of traffic at the Lincoln/ Washington intersection would also relieve congestion along Lincoln Boulevard, a major beach access route.

In addition to this bridge over Lincoln, other methods of improving traffic, could also reduce traffic by 5% or more. Unfortunately, all possible improvements to Lincoln are expensive, and large. Less expensive intersection improvements such as double left turn lanes, extended pockets, and ATSAC intersection connections have already been carried out by the City of Los Angeles. Other methods of reducing traffic have been considered and rejected as infeasible. These include additional lanes, which would

require acquiring a bank and a twenty story building, a people mover or a bridge. The impact of the entire Marina development, although significant, could not justify or pay for the construction of a structure large enough to significantly reduce traffic on Lincoln. The Commission finds, however, that there are improvements that could be constructed if projects planned in adjacent jurisdictions combined their efforts to improve traffic. Such a list has been developed by an interagency group convened by the County to study subregional transportation needs. The Commission finds that, with modifications to guarantee payment for a proportionate share of improvements to subregional highways, the proposed traffic mitigation measures are adequate and will reduce traffic congestion on a regional basis.

The proposed LUPA requires all new development to mitigate off-site impacts by completing improvements required by the County based on subsequent project-specific environmental review. This requirement replaces the off-site mitigation which the Marina Bypass would have provided. However, the lack of a consistent standard for off-site analysis could resolution a divergence of methodologies with wide-ranging conclusions. Inclusion of a specific standard for analysis of offsite traffic impacts, as required by the Commission's suggested modifications, would provide the same level of review and analysis for every development project.

The policies of the proposed LUPA allow development to occur without actual construction of improvements to mitigate its subregional traffic impacts. This could occur because there is no phasing requirement in the proposed LUPA requiring construction of subregional improvements. Subregional improvements require a considerable degree of coordination and cooperation between local jurisdictions, the State, and private developers. Allowing development to proceed which will not increase the external daily traffic generated by more than 50%, pending design decisions and funding commitments for necessary subregional improvements, is an equitable method for allowing some development proceed while decisions on subregional improvements are concluded. The Commission finds that a modification imposing this phasing requirement will ensure that subregional traffic impacts of development are mitigated.

As modified, allowed office and residential development would generate 930 peak hour trips or 33% of the 2813 peak hour trips for all the new development that would be allowed. (See Table 10.) The Commission finds that the reduction in lower priority uses share of total peak hour traffic leaves more traffic capacity available for priority visitor-serving hotel and coastal dependent development.

TABLE 10
AMENDMENT 94-1, AS MODIFIED.

Use	Number of units/ Amount proposed LCPA	Number of units/ Amount 1995 modified LCPA	trip by unit 1991 peak hour trip generation rate equals	Evening peak hour trips 1994 proposed LCPA	Evening peak ho trips 1995 modified LCPA
Residential units	2,585	2420	.326	843	789
Congregate care	75	75	.170	13	13
Hotel rooms	905	1070	.353 per rooms	319	378
conference room	40,000 sq. ft.	40,000 sq. ft.	1.37/1,000 sq. ft.	55	55
Restaurant seats	1,875	1,875	.250	469	469
Boat slips	383	348	.137	52	48
Specialty Retail	208,500 [19]	208,500	4.44 /1000 sq. ft.	926.	926
Library	1,500 sq. ft.	1,500 sq. ft	4.74/1,000 sq. ft.	7	7
Office	58,000	58,000	2.21/ 1000 sq. ft.	128	128
TOTAL P.M. Peak Trips				**2812**	**2813**
total office and Residential peak trips/[20]				**984**	**930**
% office and res.				**35%**	**33%**

[19] *includes 2,000 square feet of commercial development in a Marina parcel previously included in a Playa Vista development zone.*
[20] *Includes congregate care as residential.*

The Commission finds that the proposed LUPA, if modified to require consistent methodologies for traffic impact studies, specificity in the cumulative and subregional mitigation requirements, requirements for mitigation of traffic impacts on subregional routes before issuance of coastal development permits, phasing of internal Marina del Rey improvements with occupancy of new development and integration of County-developer traffic improvement agreements with the coastal development permit process, could be found consistent with the Coastal Act. The following new policy and proposed modified policies are added to the LUPA:

Figure 15 (pg. 11-18 of the plan amendment), which shows Level of Service with Category I Improvements is modified to incorporate the target intersection for category 3 improvements. The Modification inserts the Lincoln/Washington intersection and its Level of Service. Although the intersection is located outside of the County area it is a major intersection to and from the Marina for beach access and additional development within the Marina would adversely impact this intersection.

Proposed Policy 11-1 is modified to provide that development will not be approved that will exceed the capacity of the internal transportation system, and that improvements required on the internal system must be constructed prior to development. This policy now ensures that traffic does not increase beyond the limits of the traffic circulation system to handle it.

Proposed Policy 11-2 is modified to specify that Category 1 improvements will mitigate impacts on traffic within the Marina. Category 1 improvements are designed to mitigate all P.M. Peak Hour trips generated by Phase II development. This will help to eliminate traffic congestion.

A portion of Proposed Policy 11-2 (modified Policy 11-3) is modified to specify that Category 3 includes all subregional improvements including the Route 90-Admiralty connector. These improvements will replace the proposed Marina Bypass which was never able to be constructed.

Proposed Policy 11-3 (modified Policy 11-4) is also modified to ensure that cumulative traffic impacts generated by development have been adequately analyzed for each new development and that all traffic studies prepared for development projects provide specific information in order for the impacts to be properly analyzed. Detailed standards for individual development project traffic studies are established by this modification. The modification also ensures that the type and quantity of improvements needed for

mitigation of the adverse impacts of each development project will be required of the project. Additionally, this proposed policy is modified to require agreements for both internal and subregional traffic improvements prior to permit issuance, and to require the agreements to be incorporated into the coastal development permit process. This policy is modified to allow mitigation requirements to be met by the payment of an in-lieu fee for subregional impacts for a limited amount of development. The policy is modified to restrict development from being occupied until completion of necessary traffic improvements to mitigate the impact of the development. The policy also requires inter-agency agreement on and funding commitments of actual street improvements. If the trips generated by the development along with other previously approved development will exceed 50% of the total anticipated additional external trips, the development cannot occur until mitigating traffic improvements are approved by all affected transportation agencies and funded, development generating more than 50% of the total external trips expected in the proposed LUPA has occurred. This will help ensure that traffic will not exceed the capacity of the circulation system.

Proposed Policy 11-4 (modified Policy 11-5) is modified to require design approval on the part of the agency having jurisdiction over the roadway for subregional improvements. This will ensure coordination between the County and the appropriate transportation agency having jurisdiction over the improvement.

Proposed Policy 11-5 (modified Policy 11-6) is modified to require consultation with Caltrans and the City of Los Angeles regarding traffic impacts and mitigation measures, and to require that this information be furnished during the environmental review process. This will also improve coordination among affected responsible agencies

Modifications to policies in the land used designation section of the LCP 1) reduce the percentage of trips allocated to residential development and also reduce the total amount of peak hour trips. This is the result of the redesignation of parcel 9 to Hotel use and of parcel OT to Parking. After modification, the total number of trips generated, based on the 1991 trip generation rate, is shown on table 5.

These modifications together would ensure that development 1) will not outstrip traffic capacity and adversely impact coastal access, 2) will mitigate all direct and cumulative adverse impacts by the construction of traffic improvements, 3) will complete all traffic mitigation measures prior to occupancy of new development, 4) will not commence until development agreements regarding traffic are in effect and that these development agreements incorporated into the coastal development permit process, and 5) ensures

coordination between the Country and other agencies having jurisdiction over traffic improvements.

With these modifications, the Commission finds that the proposed LUPA circulation policies are consistent with Sections 30210, 30250 and 30252 of the Coastal Act

4. Findings for Denial of Proposed LIPA Traffic Circulation Implementation Measures, as Submitted.

The proposed LUPA, as modified, adequately protects traffic circulation and public access. The proposed LIPA is not consistent with the proposed LUPA policies, as modified, because it does not ensure full mitigation of all adverse impacts on traffic circulation, that no development will occur if there is not adequate traffic capacity to accommodate the traffic generated by the development, that all development pay its fair share of traffic improvements necessary to mitigate the impacts of development, and that development agreements regarding traffic mitigations be incorporated into the coastal development permit process.

5. Findings for Approval of Proposed LIPA Traffic Circulation Implementation Measures, as Modified.

With the following modifications, the Commission can find the proposed LIPA consistent with the Coastal Act:

Proposed Section 22.46.1090 is modified to ensure 1) full mitigation of all significant adverse impacts, 2) that no development will occur if there is not adequate traffic capacity to accommodate the traffic generated by the development. Modifications also require that development shall not be approved if significant adverse traffic impacts within the Marina cannot be adequately mitigated. 3) that applicants shall specifically analyze and mitigate cumulative impacts on major state highways, and 4) if the trips generated by the development along with other previously approved development will exceed 50% of the total anticipated additional external trips, the development cannot occur until mitigating traffic improvements are approved by all affected transportation agencies and funded.

Proposed Section 22.46.1100(C) is modified to require that lessees pay their fair share of implementing any shuttle bus system which may be developed and that lessees incorporate shuttle stops into projects which have a parking requirement for at least 75 vehicles.

A new Section 22.46.1180(A)(11) is added to require that adequate traffic information and analysis is provided prior to an application for a coastal development permit, and to ensure mitigation of cumulative impacts on the subregional traffic system.

Proposed Sections 22.46.1190(4), (5) and (15) have been modified to distinguish between internal Marina traffic impacts (the TIP) and cumulative, subregional traffic impacts, that can be resolved through fees applicable to identified improvements..

Proposed Section 22.46.1190(A)(5) is modified to limit any development from being occupied until sufficient traffic capacity is available.

A new Section 22.46.1190(A)(15) is added to require that all development must pay a fair and reasonable share of improvements necessary to mitigate the impacts of the development.

Appendix G, the Transportation Improvement Program ("TIP"), has been modified to incorporate all of the above changes. As modified it will add the Route 90-Admiralty Way connector to the list of Category 3 improvements, require integration of County-developer mitigation agreements in the coastal development permit process and ensure that new development may not be occupied until completion of adequate traffic improvements to fully mitigate the new level of development.

L. PUBLIC WORKS: LUPA CHAPTER 12.

1. Coastal Act Requirements.

The Coastal Act policy that addresses Public Works states:

Section 30254.

> New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

2. Findings for Denial of Proposed LUPA Public Works Policies, as Submitted.

Maintenance work to the Marina's water system and sewer system is needed. In order to meet the demands of projected development, the Marina's water storage and conveyance system will require upgrades and repairs. The repair and maintenance activities of the water and sewer system, required to provide adequate public services, could have individual and cumulative adverse impacts on public access and coastal resources unless properly mitigated. The proposed LUPA does not adequately ensure that new or expanded public works facilities will be designed and limited to accommodate the needs generated by development allowed in the proposed LUPA. Therefore, the proposed LUPA is not consistent with Section 30254 of the Coastal Act.

3. Findings for Approval of Proposed LUPA Public Works Policies, as Modified.

The proposed LUPA Public Works policies, as submitted, are inadequate to protect vehicular access to the coastline and to the coastal areas of the Marina. The following specific modifications are necessary to ensure consistency with the Coastal Act:

Proposed Policy 12-2 is modified to ensure that public improvements are constructed consistent with the phasing program of the proposed LUPA so that the improvements are made as development occurs. This will ensure that development does not outpace the public improvements designed to service that development.

Proposed Policy 12-5 is modified to require that sewer and water lines are installed in the least environmentally damaging method to ensure the protection of coastal resources. This will help to preserve the resources of the Marina for future generations.

Proposed Policy 12-6 is modified to ensure that all new development is designed to conserve water. Water is a scarce resource and must be conserved to the fullest extent possible consistent with state guidelines.

Proposed Policy 12-7 is modified to ensure that the development of a fire station within the Marina will go through the environmental review process and will require a separate LCP amendment. Furthermore, the modification ensures that a new fire station will not displace any parks, coastal recreation support or coastal-dependent uses. This will protect the recreational character of the Marina, while assuring its safety from the danger of fire.

Proposed Policies 12-8 and 12-10 (modified Policy 12-11) are modified, and new Policy 12-9 is added, to ensure that there is adequate width on the water side of waterfront parcels on the mole roads to provide for both fire access and pedestrian access amenities. These amenities will make the area more enjoyable for both visitors and residents of the Marina.

With these modifications, the Commission finds the proposed LUPA is consistent with Coastal Act Section 30254.

4. Findings for Denial of Proposed LIPA Public Works Implementation Measures, as Submitted.

The proposed LUPA, as modified, provides adequate protection with regard to public works implementation measures. The proposed LIPA is inconsistent with and inadequate to carry out the proposed LUPA policies, as modified, because it does not require evidence of compliance with the payments of fire protection fees, compliance with Fire Department design standards and increased amenities along the waterfront.

5. Findings for Approval of Proposed LIPA Public Works Implementation Measures, as Modified.

The policies of the proposed LUPA, as modified, ensure that roadways required for fire access are also available for pedestrian use and enjoyment. The policies, as modified, ensure that the repair, maintenance and/or replacement of public works facilities will not

adversely impact public access to the Marina or coastal resources in the area. The suggested modifications to the proposed LIPA are necessary to adequately carry out and be consistent with the policies of the LUPA, as modified.

Proposed Section 22.46.1170(B) is modified to provide evidence of compliance with required fire protection fees.

Proposed Section 22.46.1170(F) is modified to require compliance with design requirements of the County's Fire Department.

Proposed Section 22.46.1180(A)(13) is modified to require pedestrian amenities along the waterfront.

As modified, the Commission finds that these sections of the proposed LIPA are consistent with the proposed LUPA, as modified.

M. DREDGING AND SHORELINE STRUCTURES

1. Coastal Act Requirements.

The Coastal Act provides:

> Section 30230.
>
> Marine resources shall be maintained, enhanced, and where feasible,restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

> Section 30231.
>
> The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation,

maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Section 30233.

(b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems.

2. Findings for Denial of Proposed LUPA Dredging Policies, as Submitted.

The only dredging activity expected in the Marina is maintenance dredging. While maintenance dredging is exempt from coastal development permit requirements, disposal of dredge spoils requires review.

Sediment from longshore currents and from Ballona Creek is deposited into navigation channels. This shoaling interferes with navigation, and thus adversely affects recreational boating activities within the Marina. Regular dredging of these channels is necessary to maintain the existing recreational boating resource. However, some of the material dredged from Marina channels may be contaminated and may not be suitable for ocean disposal. The sediments that accumulate on the Marina's floor contain high concentrations of pollutants, such as heavy metals, oil and grease. The sources of these pollutants are from storm drain runoff and paints leached and scraped from boat surfaces. These pollutants affect the water quality of the Marina and the fish and other wildlife found within the Marina. The certified LCP and the proposed LCPA both state that marine resources are heavily impacted by pollutants.

Finding upland locations for the contaminated sediment has proven to be problematic. In a recent Federal consistency determination concerning a Corps of Engineers project to dredge the marina channel, the Commission reviewed evidence that the sediments at the mouth of the channel were contaminated. As a result, the Commission, the Department of Beaches and Harbors and the Corps created an interagency task force to examine long term alternatives for disposal of sediments at the channel entrance. Contaminated sediments must be disposed of in a safe and environmentally approved manner to assure the protection of the marine resources. Without a method of disposing of these sediments, the ocean entrance for boaters may not be permitted to be dredged.

The proposed LUPA contains policies to regulate maintenance dredging of its channels. However, those policies do not address the individual and cumulative water quality impacts from maintenance dredging of contaminated material. They do not encourage the continued participation in the dredge disposal task force or its successor. Without dredging policies that protect water quality from the contaminated sediments, the proposed LCPA fails to protect water quality. Dredging of contaminated materials will result in degradation of water quality and in significant adverse impacts to marine benthic organisms, fisheries, and the California least tern (a federally listed endangered species that forages in Marina del Rey). Additionally, repeated dredging and disposal of contaminated sediments from Marina channels will have long-term cumulative effects on water quality resources.

The Commission finds that maintenance dredging activities would have individual and cumulative impacts on water quality and habitat resources of the coastal zone. Additionally, the Commission finds that the proposed LUPA does not include necessary measures to address these potential impacts. Therefore, the Commission finds that the proposed LUPA dredging policies are not consistent with Sections 30230, 30231 and 30233(b) of the Coastal Act.

3. Findings for Approval of Proposed LUPA Dredging Policies, as Modified.

The Commission can find the proposed LUPA Dredging Policies consistent with Sections 30230, 30231 and 30233(b) of the Coastal Act, if the following suggested modifications are made:

Policy 13-6 is added to ensure dredging activities within the Marina will not adversely impact the water quality, the marine benthic organisms, fisheries, or the California Least Tern.

Policy 13-7 is added to ensure that Los Angeles County will fully participate in the Marina del Rey Dredging Task Force in reducing pollutants from entering the Marina and devising solutions for disposal of material dredged from the Marina channel.

With these new policies, the proposed LUPA regulates the potential water quality effects from dredging contaminated sediments and is consistent with Coastal Act Sections 30230, 30231 and 30233(b).

4. Findings for Denial of the Proposed LIPA Dredging Provisions.

The proposed LIPA is inconsistent with and inadequate to carry out the modified policies of the LUPA with regards to dredging. The policies of the LUPA, as modified, require proper dredging activities within the Marina to assure minimum adverse impacts to the marine resources and to require participation in finding a long-term solution towards reducing pollutants from entering the Marina and disposal solutions. The proposed LIPA does not adequately mitigate the adverse impacts dredging activities will have on the Marina resources.

5. Findings for Approval of Proposed LIPA Dredging Implementation Measures, as Submitted.

The following specific modifications to the proposed LIPA make the proposed LIPA, as modified, consistent with the LUPA, as modified:

Proposed Section 22.46.1100 is modified to provide that all development must be in conformance with the LUP, including new policy 13-6 which protects against adverse impacts to water quality and resources.

Proposed Section 22.46.1170(c) is modified to reduce water run-off problems from storm drains by requiring design of drains to accommodate future development.

Proposed Section 22.461180 is modified to avoid flood control hazards and to require the County to use best practices to reduce pollutants.

Proposed Section 22.46.1190 is modified to eliminate any cumulative impacts.

The LIPA, as modified, will require all major grading and all dredging projects to be consistent with the policies in the LUPA, as modified, to protect water quality and marine resources, consistent with the requirements of the Coastal Act.

N. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS.

Pursuant to Section 21080.9 of the California Environmental Quality Act ("CEQA"), the Coastal Commission is the lead agency responsible for reviewing Local Coastal

Programs for compliance with CEQA. The Secretary of the Resources Agency has determined that the Commission's program of reviewing and certifying Local Coastal Programs qualifies for certification under Section 21080.5 of CEQA.

The custodian(s) and location(s) of the documents or other materials which constitute the record of decision on which the decision in this matter is based are as follows:

California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, California 94105-2219

Substantial evidence for each and every finding contained herein is found in the record of proceedings and in the Administrative Record, which is incorporated herein by reference. Pursuant to Public Resources Code Section 21080(e), substantial evidence includes facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts. It does not include arguments, speculation, unsubstantiated opinion or narrative, evidence which is clearly inaccurate or erroneous, or evidence of social or economic impacts which do not contribute to, or are not caused by, physical impacts on the environment.

Section 21080.5(d)(I) of CEQA and Section 13540(f) of the California Code of Regulations require that the Commission not approve or adopt a local coastal program ". . . if there are feasible alternative or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment."

The term "feasible" has been defined in Section 30108 of the Coastal Act as:

> ... capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

The Commission has fully considered alternative LUPA policies proposed by the Commission staff, by the Marina del Rey Lessees' Association and by local citizens concerning public shoreline access; recreation and visitor-serving uses, including lower-cost overnight accommodations; traffic circulation; building height and view corridors; and visual, cultural and marine resources protection. The Commission finds that, based on the information reviewed by it in the staff report and at its public hearing on May 10, 1995, the proposed LCPA for the Marina del Rey segment, as submitted by the County,

is inconsistent with the public shoreline access; recreation and visitor-serving uses; traffic circulation; building height and view corridors; and visual, cultural and resource protection policies of the Coastal Act, and that there are feasible alternatives or mitigation measures available which would substantially lessen any significant adverse impacts which the approval would have on the environment.

The Commission further finds that it has considered all feasible alternatives to the proposed LUPA policies and all feasible mitigation measures that could feasibly achieve the basic objectives of the proposed LUPA. The Commission has considered these alternatives and mitigation measures and has modified the proposed LCPA to include such feasible measures as will reduce environmental impacts of new development. The Commission finds the proposed LCPA, as modified, consistent with the goals, objectives and policies of the Coastal Act. As discussed at length in the preceding sections, the Commission's suggested modifications bring the proposed LUPA and the implementing measures set forth in the proposed LIPA into conformity with the provisions of Chapter 3 of the Coastal Act. Therefore, as modified, the Commission finds there are no feasible alternative or mitigation measures available which would substantially lessen any significant adverse impacts which the LCP may have on the environment.

V. APPENDIX A

PLAYA VISTA AREA A: REFERENCE TO POLICY CHANGES

On March 9, 1995, the Commission approved segmentation of the Marina del Rey LCP study area into two components: The existing Small Craft Harbor ("Marina del Rey") and Playa Vista Area A ("Area A"). The proposed Marina del Rey Land Use Plan amendment (the "LUPA") that the County of Los Angeles adopted in November 1994 contained numerous policies relating to Area A. As a consequence of the Commission's segmentation decision, the LUPA was modified with suggested modifications and adopted on May 10, 1995, resulting in the deletion or modification of all policies relating to Area A. The following listing denotes which proposed LUPA policies were affected by these changes:

Chapter 1 - Shoreline Access

Modified policies: 3, 4, 15.
Deleted policies: 5, 6, 13, 17, 18, 19, 20.

Chapter 2 - Recreation and Visitor-Serving Commercial

Modified policies: 3, 4, 5.
Deleted policies: 6, 17.

Chapter 3 - Recreational Boating

Deleted policies: 3, 4.

Chapter 4 - Marine Resources

Modified policies: 1, 3, 8.
Deleted policies: 5, 6, 7.

Chapter 5 - Environmentally Sensitive Habitat Areas

This entire chapter was deleted as being only applicable to Area A.

Chapter 6 - Agriculture

This entire chapter was deleted as no longer applicable to any portion of the Marina del Rey LCP study area.

Chapter 7 - Cultural Heritage Resources

No policy changes directly related to Area A.

Chapter 8 - Land Use Plan

Modified policies: 4.
Deleted policies: 11 through 32.
In addition to policy changes, the following modifications were made to the "Mapped Policy for the Land Use Plan" related to Area A:

- Definition of Development Zones: Removed Playa Vista development zones 13, 14, and 15., re-inserted three parcels located in the marina and in development zone 14 and 15.
- Area A Final Design Options: Removed.
- Development Potential by Zone: removed all references to Area A in notes and parcel allocations of development potential.
- Figure 8 - Summary of Development Potential: Removed portion related to Area A.

Chapter 9 - Coastal Visual Resources

Modified policies: 1, 2, 3, 8.
Deleted policies: 14.

Chapter 10 - Hazard Areas

Modified policies: 1.

Chapter 11 - Circulation

Modified policies: 2 (including Figure 15), 3, 4.

Deleted policies: 6.

Chapter 12 - Public Works

No policy changes directly related to Area A.

Chapter 13 - Diking, Dredging, Filling & Shoreline Structures

Deleted policies: 6, 7, 8, 9.

Chapter 14 - Industrial Development & Energy Facilities

No policy changes directly related to Area A.

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PART TWO

MARINA DEL REY SEGMENT LOCAL COASTAL PROGRAM AMENDMENT 1-94

AMENDED LAND USE PLAN

APPROVED BY THE COMMISSION WITH SUGGESTED MODIFICATIONS ON MAY 10, 1995

Revised Findings

December, 1995

Marina del Rey LUPA
as approved with Suggested Modifications by
the Commission on May 10, 1995

TO: Commissioners and Interested Persons

FROM: Charles Damm, South Coast District Director
Teresa Henry, Assistant District Director
Pam Emerson, Los Angeles County Area Supervisor
Al Padilla, Coastal Program Analyst
James Raives, Coastal Program Analyst

SUBJECT: Marina del Rey segment of the Marina del Rey LCP Amendment No. 1-94 (Major). As approved by the Commission at the meeting of May 10, 1995, at Huntington Beach.

Suggested modifications. On May 10, 1995, the Commission certified the following amendment to the Marina del Rey Land Use Plan, a segment of the Los Angeles County LCP, with modifications as shown. Language originally submitted by Los Angeles County is shown in straight type. Language ~~deleted~~ by the Commission is shown in ~~line-out.~~ Language ***inserted*** by the Commission is shown in ***boldface italics.***

Definitions

~~Unless the context otherwise requires,~~ ***T***he definitions in this chapter govern the interpretation of the Land Use Plan.

Ambient Traffic Growth represents the natural "background" growth in traffic volumes which is mainly attributable to regional traffic growth and the collective effects of many small developments.

City means the City of Los Angeles, unless another city is specifically cited.

Coastal-dependent development or use means any development or use which requires a site on, or adjacent to, the sea to be able to function.

Coastal Development Permit (CDP) means a permit for any development***, as defined below,*** within the coastal zone that is required pursuant to subdivision (a) of Section 30600 of the California Coastal Act. This permit grants a right or entitlement to pursue development specified in the permit, so long as the permit remains valid and the ***project description and*** conditions of the permit are adhered to.

Commission means the California Coastal Commission.

County means the County of Los Angeles.

Development means, on land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land, including, but not limited to, subdivision pursuant to the ~~County~~ Subdivision ***Map Act*** ~~Ordinance~~, and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, and kelp harvesting. ***"Structure" includes, but is not limited to,***

any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line.

Development potential refers to the specific types of land uses and the maximum intensity of development that may be permitted on a specific parcel or sub-parcel as established by text policy or shown by land use category on policy maps. The actual development that may be granted on any given parcel is subject to constraints, limitations and conditions, applicable at the time of application, that may be imposed during a public hearing process culminating in the granting of a Coastal Development Permit. Development potential, by it self, does not establish any right or entitlement to a specific development project.

Energy facility means any public or private processing, producing, generating, storing, transmitting, or recovering facility for electricity, natural gas, petroleum, coal, or other source of energy.

Entitlement means a right to develop secured by the legal granting of a Coastal Development Permit; such entitlement shall remain in force only so long as a CDP remains valid, and the conditions of approval are adhered to. An entitlement is not the same as development potential.

Environmentally sensitive habitat area (ESHA) means any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and development.

Feasible means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental , social and technological factors.

Land Use Plan (LUP) means the relevant portion of a local government's general plan, or local coastal element, which are sufficiently detailed to indicate the kinds, location, and intensity of land uses, the applicable resource protection and development policies and, where necessary, a listing of implementing actions. This document serves as the LUP for Marina del Rey.

Local Coastal Program (LCP) means a local government's (a) Land Use Plan (LUP), (b) zoning ordinances, (c) zoning district maps, and (d) within sensitive coastal resources areas, other implementing actions, which, when taken together, meet the requirements of, and implement the provisions and

policies of the Coastal Act. Items (b), (c), and (d) are collectively referred to as the Local Implementation Program (LIP).

Major Public Works refers to public works, including all public utility facilities, roads, transportation facilities, publicly financed recreational facilities and community college facilities defined as public works in Section 30114 of the California Coastal Act that are also considered major public works under the provisions of Section 13012 of the California Code of Regulations.

Phase II Development refers to all development authorized under this revised Local Coastal Program. Prior distinctions to Phase I, II, and III development are no longer valid.

Shall and will when used in a policy statement implies the following interpretation: shall means that when the policy applies to a specific situation, the action required is mandatory and must be followed by the decision makers; will means that the action required is discretionary, and that the decision makers may determine that alternative actions or mitigation measures are more appropriate for the specific situation.

Study Area refers to that portion of the unincorporated area of Los Angeles County, located in the Coastal Zone, commonly referred to as Marina del Rey, and includes (a) the County owned small craft harbor and adjacent land area (referred to as the existing Marina), and (b) Area A, a privately owned and currently undeveloped site.

Zoning ordinance means the Los Angeles County Planning and Zoning Codes, Title 22, as ~~amended.~~ ***submitted as Appendix A (on December 28, 1994), or as certified by the Commission as a subsequent amendment.***

1. Shoreline Access

Note: The Commission has segmented the County of Los Angeles Marina del Rey Local Coastal Program segment into the Marina del Rey segment and the Area A segment. Policies addressing Area A in part or in whole are not certified for the Marina del Rey segment and shall be deleted from the text.

A. MODIFY MAP 4 TO INCLUDE A DELINEATION OF ALL ACCESS REQUIREMENTS INCLUDING PARCELS 64 AND 61.

e. Policies and Actions

Shoreline Pedestrian Access

1. **Public Access to Shoreline a Priority.** Maximum public access to and along the shoreline within the LCP area shall be a priority goal of this Plan, balanced with the need for public safety, and protection of private property rights and sensitive habitat resources. This goal shall be achieved through the coordination and enhancement of the following components of a public access system: pedestrian access, public transit, water transit, parking, bikeways, circulation network, ***public views*** and directional signs and promotional information.

2. Existing public access to the shoreline or water front shall be protected and maintained. ***All*** ~~New~~ development ~~adjacent to the shoreline~~ shall be required to provide public shoreline access consistent with Policy 1.

3. ***All*** ~~New~~ development in the existing Marina shall be designed to improve access to and along the shoreline. ***All*** ~~New~~ development adjacent to the bulkhead in the existing Marina, ~~subject to safety and security considerations, also~~ shall provide pedestrian access ways, ***benches and rest areas*** along the bulkhead.

4. ***All*** ~~New~~ development in the existing Marina ~~*and Area A*~~ shall provide for public access from the first public road to the shoreline ***along all fire roads and across all dedicated open space areas*** ~~in accordance~~ ***consistent*** with the Shoreline Access Improvements, shown on Map 4.

5. ***Policy 5, that addresses Area A, shall be deleted from the Marina del Rey segment.***

6. ***Policy 6, that addresses Area A, shall be deleted from the Marina del Rey segment.***

7. **Parcels 30 and 132.**

   a) Parcel 30. Any ~~Phase II~~ development or expansion of club buildings, in excess of 10 percent of the existing floor area, shall require the provision of public pedestrian access along the full length of the bulkhead except where boat launch hoists present a safety hazard to pedestrians. ***Where access is interrupted due to a safety hazard to pedestrians, an alternative access route shall be provided to ensure continuous pedestrian access throughout the Marina.*** ~~Any expansion of existing club buildings shall require the provision of public pedestrian access along 50 percent of the length of the bulkhead~~.

   b) Parcel 132. Any ~~Phase II~~ development or expansion of club buildings, in excess of ~~20~~ ***10*** percent of the existing floor area, shall require the provision of public pedestrian access along the full length of the bulkhead except where boat launch hoists present a safety hazard to pedestrians. ***Where access is interrupted due to a safety hazard to pedestrians, an alternative access route shall be provided to ensure continuous pedestrian access throughout the Marina.*** ~~Any expansion of existing club buildings shall require the provision of public pedestrian access along 50 percent of the length of the bulkhead~~.

8. **Parcels *64,* 112 and 113.** Waterfront pedestrian access***, on-site public parks adjacent to main channel*** and ***public access along all roads*** shall be provided on parcels ***64,*** 112 and 113 in conjunction with ***any*** ~~Phase II~~ development ***that increases intensity of use of the site. These*** access improvement***s*** shall include a small waterfront viewing park of not less than 500 square feet which may be on platform over the bulkhead on parcels 112 and 113. ***Such access shall connect to accessways on adjacent parcels to assure continuous pedestrian access throughout the Marina.*** Adequate parking for public viewing of Main Channel activity shall be incorporated (see Phase II land use proposals in Chapter 8, *Land Use*).

Public Transit

9. Work with the Los Angeles County Metropolitan Transit Authority (MTA) to provide the capability to transport bicycles to the Marina area.

10. Work with the MTA to incorporate peak period/peak event scheduling for the Marina area.

11. Support the construction of a light rail, ***people mover,*** or other sub-regional transit system along the Coastal Transportation Corridor, if found feasible by local, regional or state agencies, to interconnect important destinations throughout the Westside Coastal Zone study area. This system should be linked to the ***internal shuttle bus, the*** regional MTA system, and should extend to Los Angeles International Airport.

Shuttle Bus Service

11.5 All development projects, including hotel, office, commercial and residential redevelopment in the Marina, that contain more than 75 parking spaces shall be designed to incorporate turn out area(s) for future shuttle stops and/or transit stops.

12. To further insure improved coastal access, a shuttle bus system ***shall*** ~~may~~ be established to serve Marina del Rey with connecting service to nearby park-and-ride lots, parks, and local beaches in Venice and Playa del Rey. ***All new visitor serving commercial, hotels, and residential development in the Marina del Rey shall, as a condition of development, agree to participate in their proportionate share of the cost of running the shuttle system.*** ~~Such service may be linked to regional transportation systems, where feasible.~~

13. ***Policy 13, that addresses Area A, shall be deleted from the Marina del Rey segment.***

14. **Shuttle Bus Funding.** Funds to assist in the establishment of a ***public*** shuttle service in the Marina may be obtained as part of Category 3 developer mitigation fees (see Chapter 11, *Circulation*, policy no. 2).

Directional Signs

15. Public awareness of shoreline access ways and public areas shall be promoted by the provision of appropriate signs, outdoor exhibits and brochures. ***All*** development in the existing Marina ~~and in Area A~~ shall be

required to incorporate the following informational features to improve the public's awareness of access opportunities and the coastal environment:

a. Outdoor maps indicating the location and type of public access ways and parks
b. Identifying and directional signs
c. As appropriate, facilities for brochures and other informational aids.
d. Outdoor exhibits describing historical, biological and recreational aspects of the Marina, coast, wetlands and other aspects of the coastal environment, which should be coordinated and integrated with similar such exhibits which may be established in other areas of the Playa Vista project.

Waterfront Viewing Opportunities

16. Public opportunities for viewing the Marina's scenic elements, particularly the small craft harbor water areas, shall be enhanced and preserved.

New development on the waterfront side of Via Marina, Admiralty Way and Fiji Way shall provide windows to the water, wherever possible, while, at the same time, screening unsightly elements such as parking areas and trash receptacles with landscaping.

New development-- particularly visitor-serving commercial uses-- proposed adjacent to the main channel shall provide additional opportunities and vantage points for public viewing of boating activity.

All development, redevelopment or intensification on Waterfront Parcels shall provide an unobstructed view corridor of no less than twenty (20%) percent of the parcel's water front providing public views of the Marina Boat Basins and or Channels.

Policies 17, 18 19 and 20, *addressing Area A, shall be deleted from the Marina del Rey segment.*

2. Recreation and Visitor-Serving Facilities.

A. Change Map 6 to include: parcels W, 49M, OT, and 94 as parking lots; parcels 77, 49R and 49S as Boat Storage.

e. Policies and Actions

***Recreation and* Visitor-Serving Uses**

1. Visitor-serving uses may be provided in the study area in accordance with the Existing/Proposed Visitor-Serving Facilities, as depicted on Map 6. Typical visitor-serving uses may include public or private recreation, cultural and educational facilities, gift and specialty shops, service concessions (i.e., boat, bicycle or skate rentals), food and drink establishments, overnight lodgings and related parking areas. Specific improvements proposed by this LUP include the conversion of Parcel FF from a parking lot to a public park, and improvements to Parcel P (the Oxford flood control basin) to accommodate public recreational use of the site. The creation of a Coastal Improvement Fund is recommended as a means of funding public use facilities.

2. As defined by the Coastal Act and specified in the specific design guidelines for each parcel in the Local Implementation Program, new development shall provide additional recreational opportunities including trails, bikeways, (additions and/or extensions of existing bike path), open space/park areas and viewing areas as appropriate. Adequate support facilities (bike storage lockers, drinking fountains, etc.) shall also be provided.

3. Existing and proposed recreation and visitor-serving uses in the Marina, as shown on Map 6, Existing/Proposed Visitor-Serving Facilities, shall be protected.

4. Lower cost visitor-serving facilities shall be protected and, to the extent feasible, new lower cost visitor-serving uses shall be encouraged and provided within the existing Marina.

5. Any new proposal for construction of facilities in the existing Marina that is a non-coastal priority or non-marine related use shall require off-setting mitigation. Mitigation shall be accomplished by contribution to a Coastal Improvement Fund. This Fund is primarily intended to finance construction of local park facilities. Uses exempt from this policy requirement include hotels, visitor-serving commercial, office, and marine commercial uses.

Parking Policies

Applicable Regulations

7. All ~~applicants for new~~ development, ~~either for~~ ***including redevelopment,*** expansion projects or new construction, shall be subject to the applicable parking requirements set forth in Los Angeles County Code, Title 22 (Zoning), ***as certified by the Commission in Appendix A of this Specific Plan.*** ~~that are in effect at the time of application~~. ***In addition, public recreation areas shall be supported with visible public parking, consistent with the standards of Title 22,*** ~~within the Marina area, applicants shall comply with parking guidelines as set forth in *Title 22 (zoning ordinance) in effect on January 1, 1995,*~~ ***except that boat launch, boat storage, and marina parking and design shall be provided as specified in*** the Dept. of Beaches and Harbors' *Specifications and Minimum Standards of Architectural Treatment and Construction adopted in 1989.*

Parking Facility Design

8. Parking facilities shall be integrated into the overall design of ~~new construction projects~~ ***all development*** and landscaped to soften their visual appearance. All parking shall be located either below grade, or within multi-story structures, or, if on level grade, shall be attractively designed with a buffer of landscaping, berms or other screening materials.

Public Lots

9. Public parking lots shall be provided in locations convenient to key visitor attractions in the Marina. The lots shall feature adequate locational signage and publicity. ***If P***~~p~~arking fees ***are charged, parking fees*** shall be kept low so that the general public may use the Marina facilities for free or at nominal rates.

10. Public parking lots shall not be assigned to, nor allocated for use by private leasehold uses for the purposes of satisfying parking requirements for such

private uses. All private uses shall satisfy their parking requirements on site. ~~Exemption: Existing~~ ***P***~~p~~arking agreements ***that predate the California Coastal Act, or which have been incorporated into a coastal development permit vested*** ~~allowing lessees to use public lots for their leasehold uses, that are in effect at the time of~~ ***prior to*** LCP certification shall be exempt from this requirement.

11. One or more park-and-ride lots may be created for use by the commuter express bus service to Downtown Los Angeles, and other major destination points ***as long as such lots are available for recreational use during holidays and weekends***.

12. The use of peripheral parking lots outside the Marina ***shall*** ~~may~~ be instituted ***so that*** ~~when the need is justified. A~~ ***a*** convenient shuttle from the lots to key Marina points of interest ***can*** ~~will~~ be provided.

13. ~~Any~~ ***No designated*** public parking ***areas*** ~~spaces lost, as a result of partial or full conversion or development of public parking~~***, including, but not limited to*** Lots OT, UR or FF ***shall be converted to*** ~~with~~ uses other than ***public*** parking ***or public park purposes. Parking spaces lost as a result of conversion of public parking areas to public park uses***, shall be replaced on a ***0.5:1*** ~~one-to-one~~ basis, either ***on-site,*** ~~by constructing public parking structures on Lots OT, UR or FF, or by providing additional public parking~~ ***or*** elsewhere in the Marina.

Private Use Areas

14. Office and commercial development, where feasible ~~and appropriate for public use,~~ shall provide multi-use parking facilities. The Department of Beaches and Harbors shall review development applications and determine when and where support facilities ***should be required as a permit condition*** ~~are needed~~.

15. ~~Work with~~ ***Encourage*** existing commercial developments to provide a program to make parking available to the general public during their slack time (weekends) to help meet the public recreation peak periods on weekends.

16. Encourage the concept of multi-use/time-shared parking for different user groups, such as commercial users during the weekday and recreational users during the weekend and evenings.

17. ***All new development shall provide visitor, public access and guest parking on site. Park and access areas shall be served by convenient and appropriate public parking.***

3. Recreational Boating.

e. Policies and Actions

1. Recreational Boating a Top Priority. Recreational boating shall be emphasized as a priority use throughout the planning and operation of the Marina. To help achieve this goal, the Plan shall strive to ensure that adequate support facilities and services are provided including, but not limited to, the following: boat slips, fueling stations, boat repair yards, boat dry storage yards, launch ramps, ***boat charters, day-use rentals, equipment rentals*** and on-going maintenance of the marina harbor and entrance channel, bulkhead repair, pollution control, safety and rescue operations, and sufficient parking for boaters. Emphasis shall be given to providing water access for the small boat owner through provision of public ramp facilities.

Funnel Expansion Areas

2. Additional public boating facilities in the Marina may be provided in accordance with the Funnel Concept Boat Slip Expansion Plan, as depicted on Map 7. Lease holders may construct additional slips according to the "funnel concept" and realign existing slips where possible provided that land side facilities fulfill lease and specific plan requirements, including provision of adequate parking to meet applicable Zoning Ordinance requirements. The specific design and location of new boat slips shall be subject to navigational safety review by the Harbor Master.

3. ***Policy 3, addressing Area A, shall be deleted from the Marina del Rey segment.***

4. ***Policy 4, addressing Area A, shall be deleted from the Marina del Rey segment.***

Boating-Related Support Facilities

5. ~~Parcels 1, 53, 54 and 55.~~ ***At a minimum, the*** ~~e~~Existing level of boating-related support facilities and services shall be maintained for the boating public. These facilities shall include, ***but are not limited to,*** the fuel docks on Parcels 1 and 55, ~~and~~ boat repair yards on Parcels 53 and 54, ***the mast up storage and hoist on parcel 77, the county launch ramp and support parking on parcel 49, and small launch ramps and rental facilities on other parcels. With the exception of the facilities located on parcels 1, 54, 55, and 56, which shall not be displaced, boating facilities may be relocated in conjunction with development so long as the same or larger boating facility is replaced within the Marina. Any project which relocates an existing coastal dependent boating use, including but not limited to boat launching, boat storage, boater parking and access, shall be phased so that said use is replaced within the Marina before the development which displaces it may commence.***

6. ~~Parcels 49 and 53.~~ Additional boat storage facilities may be developed within Marina del Rey. Deck storage for sailboats may be constructed on ***a portion of*** Parcel 49 and dry stack storage may be constructed on Parcel 53 ***or on other parcels with a marine commercial or visitor serving commercial designation, as long as public parking and views are preserved.***

7. Commercial Fishing Not a Priority. Recreational boating shall be emphasized over commercial boating activities, because of the strong public demand for recreational boating facilities. The original plans for Marina del Rey did not include support facilities for commercial fishing, and none have been developed or planned since then.

4. Marine Resources.

e. Policies and Actions

Marina Area

1. The existing ***wetlands, including the flood control basin in parcel PP, the*** Marina waters, ~~*the new marina in Area A*~~ and the Ballona Creek flood control channel are the marine resources which shall be maintained and, where feasible, enhanced and restored. Uses permitted in or adjacent to these areas shall be carried out in a manner to protect the biological productivity of these marine resources and maintain healthy populations of marine organisms.

2. ***All development shall include measures consistent with the Santa Monica Bay Restoration Plan and the programs of the LA County Department of Public Works to reduce contaminated runoff into Bay and Ballona Creek waters,*** ~~LA County Department of Public Works shall approve a feasible design~~ ***including filtration of low flows, control and filtration of runoff from parking lots and roofs, reduction of impervious surfaces, and provision of pump out facilities, and other necessary measures*** to reduce harmful pollutants from storm drain waters prior to these waters entering the marina.

3. The storm drain emptying into Basin H shall be capped and diverted into Ballona Creek while correcting the existing drainage deficiency in this line.

4. The Oxford Retention Basin shall be retained as either an open space area and/or public park or marine-oriented museum. In any redesign, ***(1) the water volume shall remain the same, (2)*** the flood control function shall be retained or alternatives provided to the satisfaction of the Department of Public Works, ***(3) the biological productivity of the basin and immediate land area enhanced, and (4) the quality of water discharged into the Marina improved.***

Policies 5, 6, and 7, all of which refer to Area A, shall be deleted from the Marina del Rey segment

8. Discharge of storm runoff to the Marina shall be limited to overflows during flood stage levels in Ballona Creek.

9. Boat operations in the Marina shall follow the regulations of ***part 7 (Sanitation), part 8 (Safety and Maintenance) and Part 9 (Marina del Rey) of chapter 19.12 of*** the Los Angeles County Code, Title 19 (Airports and Harbors), to minimize introduction of pollutants into Marina waters. ***This language is found in Appendix B.***

5. Agriculture.

Agriculture has been deleted by the County because there is no agricultural land in the Marina del Rey.

6. Environmentally Sensitive Habitat Areas.

This section pertains entirely to Area A and shall be deleted from the Marina del Rey segment.

7. Cultural Heritage Resources.

e. Policies and Actions

1. Proposed projects shall be reviewed for potential cultural resource impacts through the County environmental review process. Appropriate environmental documentation and reasonable mitigation measures shall be required as determined by the Department of Regional Planning and the State Historic Preservation Office. ***These mitigation measures shall be incorporated into any development approved pursuant to the certified local coastal program.***

2. As defined by § 30116(d) of the Coastal Act, any cultural resource found in the portion of the LCP study area planned for development shall be collected and maintained at the Los Angeles County Museum of Natural History, or other appropriate location ***as otherwise provided by state law.***

3. To ensure proper surface and site recordation, the State Historic Preservation Office shall be notified, along with Regional Planning, if any resource is discovered during any phase of development construction. A professional archaeologist shall be retained to monitor any earth-moving operations in the study area. A halt-work condition shall be in place in the event of cultural resource discovery during construction.

4. ***As part of the application for any Coastal Development Permit involving disturbance of native soils or vegetation, including but not limited to excavation, pile driving or grading, the applicant shall provide evidence that they have notified the Office of State Historic Preservation and the Native American Heritage Commission of the location of the proposed grading, the proposed extent of the grading and the dates on which the work is expected to take place.***

5. ***As part of the application for any Coastal Development Permit involving disturbance of native soils or vegetation, the County shall notify the applicants, that in the event of discovery of Native American remains or of grave goods, Sections 7050.5 of the Health and Safety code, Section 5097.94 of the Public Resources Code and Section 5097.98 and 5097.99 of the Public Resources Code apply and shall govern the applicant's development activities. Copies of these code sections shall be provided to the applicants and to appropriate local officials.***

6. ***Archaeological recovery programs shall require coastal development permits consistent with the provisions of the certified local coastal program.***

8. Land Use Plan For Marina Del Rey: New Development Policy.[1]

e. Policies and Actions

Unlike other chapters in this LCP document, the Land Use Policy Map is more complex than other policy maps. It is, therefore, set off as a separate policy section in Part 2 below.

Part 1 - Written Policy
MARINA AREA

PRIORITY OBJECTIVES

1. Preservation of the Small Craft Harbor facility a Priority.

   - The primary purpose of the Land Use Plan shall be to maintain Marina del Rey as a small craft harbor for recreational purposes. A secondary purpose shall be to promote and provide visitor-serving facilities.

   - ~~New~~ *D~~d~~*evelopment shall not detract from, nor interfere with the use of existing or planned boating facilities, nor the ancillary uses which support these facilities.

2. Maintenance of the physical and economic viability of the marina a priority. Lessees shall be encouraged to replace structures and facilities which are physically or economically obsolete.

LAND DEVELOPMENT ENTITLEMENT PROCEDURES

3. Phase II Development. All development approved under the authority of this LUP shall be deemed to be Phase II development. All prior distinctions of phased development into Phases I, II or III shall be deemed void.

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1 Formerly entitled, "Design Principles for New Development."

4. Development Zones Created. ~~Fifteen~~ ***Fourteen*** Development Zones ***within the Marina del Rey segment*** (DZs) shall be established as a means of allocating development potential within the LCP study area. These zones relate to and are based upon the Traffic Analysis Zones, used in the traffic studies that are discussed in the Circulation Chapter.

5. Design Guidelines. The Department of Beaches and Harbors shall maintain and, when deemed appropriate, modify guidelines for the design and architectural treatment of all structures in the Marina.

   - These guidelines shall be known as the Manual for the Specifications and Minimum Standards of Architectural Treatment and Construction

   - These guidelines are supplemental to, and not overriding of any standards or conditions of development set forth in this LUP, Title 22 (Planning & Zoning) of the Los Angeles County Code.

   - Conflicts of Interpretation. Should any situation arise where a conflict of interpretation exists between these guidelines, and standards set forth in ***this LCP***, Title 22 (Planning & Zoning) of the Los Angeles County Code, ***the certified LCP shall control.*** ~~Title 22 standards shall apply.~~

   - Enforcement. The Dept. of Beaches and Harbors shall have primary responsibility for the enforcement of these guidelines The most recently approved version of the guidelines shall be applicable at the time an applicant files a development proposal.

5. ~~6~~. 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 and ***the certified LCP, including the identity and accessibility of the Marina as a public boating and recreational facility, and*** shall recommend such modifications to the design as they deem appropriate.

   Such review shall be completed prior to any application for development being submitted to the Department of Regional Planning for case processing.

6. ~~7.~~ Entitlement Process. ~~Evaluation of an~~ ***All*** applications for ~~new~~ development on a specific parcel shall ***provide evidence of consistency*** ~~be~~ ***with all of the following:*** ~~guided by~~ ***1) the access and recreation policies of the Coastal Act and this LCP, and 2) all policies and development standards in the certified LCP, including*** the amount of development potential allocated to the Development Zone in which the parcel is located, and ~~by~~ the principle permitted land use assigned to that parcel, ***permitted in the Waterfront Overlay Zone, or*** ~~Other~~ ***identified in the LCP as compatible uses that*** may be allowed, subject to a grant of a Conditional Use Permit.

Actual entitlement to develop a new use, ***or to change*** or expand an existing use on a given parcel shall be determined by ~~a planning process that~~ ***the coastal development permit process as contained in section 56 of Title 22, (Planning & Zoning) of the Los Angeles County Code which*** may culminate in either granting, denying or ***conditional approval*** of a Coastal Development Permit. This process shall analyze all applicable policies of this LUP, the County-wide General Plan, and Title 22 (Planning & Zoning) of the Los Angeles County Code, in determining the design, location, and intensity of development on a specific parcel. This process also shall determine the extent of off-setting mitigation measures that ~~may~~ ***shall*** be required of ***an applicant*** ~~the developer~~.

NON-PRIORITY USES

7. ~~8.~~ Coastal Housing not a Priority. Although construction of housing is not a priority use in the Coastal Zone, additional opportunities for coastal housing may be provided, where appropriate.

- ***All*** ~~New~~ development of coastal housing shall be contingent upon meeting all applicable ***policies and development*** standards of the certified LCP, including but not limited to adequate parking, view corridors, public access to the shoreline***, provision of new usable public recreation and open space and visitor serving recreational uses in the plan segment, provision of*** adequate traffic capacity, and ***any*** provisions for low- and moderate-income and senior citizen housing ***subsequently certified by the California Coastal Commission***.

9. Office Commercial Uses Not a Priority. New ***or expanded*** development of office commercial uses shall be discouraged, and, where permitted, confined to sites outside the Waterfront Overlay Zone.

AFFORDABLE HOUSING

10. Affordable and senior citizen housing projects shall be encouraged as part of Phase II development ***consistent with the policies and development standards of the certified LCP.***

a) The following General Plan policies shall be applicable to the review and approval of housing projects within the existing Marina:

- Encourage private sector participation in the development of low and moderate-income housing.

- Support and facilitate the development of housing affordable to lower-income households, and encourage the dispersal of new lower-income housing throughout the unincorporated areas of the County.

- Support the design and construction of rental housing to meet the needs of lower income households, particularly large families, senior citizens, and people with disabilities.

b) To the extent feasible, new ~~Phase II~~ housing developments shall comply with Government Code § 65590 relating to the provision of low- and moderate-income housing within the Coastal Zone.

c) The conversion or demolition of existing residential dwelling units occupied by persons of low and moderate income shall be replaced consistent with the provisions of Government Code section 65590.

Policies 11-32, referring to Area A shall be deleted from the Marina del Rey segment.

Part 2 - Mapped Policy for the Land Use Plan

The Land Use Plan Map illustrates the policies, and standards of development applicable to redevelopment, renovation, and intensification of development in Marina del Rey. The Land Use Plan is summarized on Map 8, found at the end of the chapter. The policy map section has four related components: 1) the Legend of Land Use Categories; 2) Definition of Development Zones (DZs); 3) Development Potential Allocation by Zone; and 4) the Parcel-specific Land Use Designations.

Modification: all maps shall be revised to reflect the land use category changes certified by the Commission.

Legend of Land Use Categories

The following list of land use categories establishes the range of uses permitted in Marina del Rey. A single category is designated for each parcel or sub-parcel. When applied to a specific parcel, the category establishes the principal permitted land use for each separate parcel of land in the LCP study area. Special optional height standards may be applicable to mole road development.[2]

- **Residential III:** Permitting medium density multi-family residential development, up to 35 dwelling units per net acre. Height limit of 45 feet. Special height standard*s* may apply to mole roads.

- **Residential IV:** Permitting medium-high density multi-family residential development, up to 45 dwelling units per net acre. Height limit of 140 feet.

- **Residential V:** Permitting high density multi-family residential development up to 75 dwelling units per net acre. Height limit of 225 feet.

- **Hotel:** Permitting hotels, motels to provide overnight accommodations and attendant visitor-serving services including dining and entertainment areas. Height limit of 225 feet, except on moles where the limit is 45 feet. Special height standards may apply to mole roads.

- **Visitor-Serving Commercial:** Permitting dining facilities, retail and personal services ***and youth hostels***. Height limit of 45 feet. ~~Special Height standards may apply to mole roads.~~

- **Office:** Permitting general offices, professional offices and financial institutions. Height limit of 225 feet..

- **Boat Storage.** ***Permitting public and commercial boat launching and storage including public parking, ramps and associated launching***

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2 See policy 9 of Chapter 9, *Coastal Visual Resources*, regarding special optional height standards applicable to loop roads.

hoists, dry boat storage, boat rentals and instruction, and ancillary support commercial facilities (fishing license sales, snack bars, equipment rental, bait and pole rental and sales) associated with that use provided such facility does not occupy more than 200 square feet or ten percent of the site, which ever is larger. Height limit of 75 feet for public dry stack boat storage facilities and 25 feet for commercial support facilities.

- **Marine Commercial**-: Permitting coastal-related or coastal-dependent uses associated with operation, sales, storage and repair of boats and marine support facilities. Uses include public boat launching (and associated launching ramp hoists), ***boat rentals,*** boating schools, dry boat storage, yacht club facilities (with associated dry storage and launch hoists), marine chandleries, boat repair yards, yacht brokerages, charter boat operations, and associated ***ancillary*** retail and office uses. Height limit of ***45 feet for habitable structures and up to*** 75 feet ***for public dry stack boat storage.***

- **Parking:** Permitting parking lots and structures open to the public, in most cases multi-use and fee-charging. Multi-use includes commercial and office parking lots made available during non-business hours. Height limit of 90 feet for parking structures, except on mole roads and ***waterfront parcels*** ~~adjacent to the Main Channel~~ where the limit is 45 feet.

- **Public Facility**: Permitting public uses and facilities other than roads including libraries, museums, harbor administration, public utilities, police and fire facilities. Height limit of 45 feet, except for entrance displays, government offices, and theme towers which may not exceed 140 feet.

- **Open Space**: Permitting recreational uses including open viewing areas, promenades, bikeways, beaches, parks, picnic facilities, ~~youth hostels,~~ nature/interpretive centers, ***associated surface parking*** and landscaping. Height limit of ~~45~~ ***25*** feet.

- **Water**: Permitting recreational uses, wet boat slips, docking and fueling of boats, flood control and light marine commercial. The water area is delineated by boundaries showing the approximate location of existing and potential wet boat slip anchorages. Charter boats, ferries, commercial fishing boats, and sight seeing boats

shall not be permitted to operate in any boat anchorage unless the adjacent land use permits such uses.

Overlay Zones

Overlay Zones are designated on limited number of parcels throughout the ***Marina del Rey Specific Plan Area.*** ~~LCP study area~~. The Zones are intended to encourage more creative and desirable projects by allowing mixed-used projects. The Mixed-Use Zone applies to selected parcels, ***adjacent to major thoroughfares*** while the Waterfront Overlay Zone applies to ***selected*** parcels adjacent to the water edge. The Overlay Zones work in conjunction with the Principle Permitted Use designation on each parcel to establish the criteria and guidelines for more flexible development of the property. Lessees desiring to enhance their project by applying for additional development potential allowed by either of the two Overlay Zone will be subject to a Conditional Use Permit requirement.

- Mixed Use Overlay Zone (**MUZ**): The Mixed Use Overlay Zone is intended to provide additional flexibility for development of creatively-designed mixed-use projects on selected non-waterfront parcels. Parcels with this overlay zone are permitted to combine the above land use categories on an individual parcel, and are allowed to mix primary uses within a structure. Development potential available to each applicant is subject to the limitations of the zone in which the parcel resides. Height limits subject to the standards of each land use category noted above. This Overlay Zone applies to the following parcels, 75, 95, 97, ***and*** 140.

- Waterfront Overlay Zone (**WOZ**): The Waterfront Overlay Zone is intended to provide additional flexibility for development of coastal-related, and marine-dependent land uses, primarily on waterfront parcels. Permitted uses include: Hotel, Visitor-serving Commercial, ***Open Space, Boat Storage,*** and Marine Commercial. Any applicant, <u>with this overlay zone designation</u>, may apply for any of the three categories of land use permitted under this category, regardless of the principal permitted use on the specific parcel. ***Development in the WOZ may not displace existing public recreation, visitor serving or coastal dependent boating uses, although development may proceed if the use is relocated within the development zone***. The Development Potential available to each applicant is subject to the limitations of the zone in which the parcel resides. Height limits subject to the standards of each land use category noted above.

Definition of Development Zones

For the purposes of allocating future development potential, the ***Marina del Rey Specific Plan*** ~~LCP study~~ area is divided into ***fourteen*** Development Zones (DZs). A DZ includes one or more parcels grouped together for the purposes of analyzing traffic movements and impacts. These DZs are directly associated with the traffic analysis zones created for and used by DKS Associates in the Marina del Rey Traffic study (see Figure 7). This study provides the basis for analyzing traffic impacts from proposed development in the Marina study area. The zones are designed to isolate traffic impacts on individual intersections in the Marina. More information regarding this study is found in Chapter 11, *Circulation*. Refer to Map 10, at the end of the chapter, for a depiction of the Development Zones

FIGURE 5
Development Zone (DZ) Assignments
and Relationship to DKS Traffic Analysis Zones

DZ No.	Development Zone Area Name	DKS Traffic Analysis Zones[3]	Policy Map Number
1	Bora Bora	1	11
2	Tahiti	2	12
3	Marquesas	3	13
4	Panay	4	14
5	Palawan/Beach	5	15
6	Oxford	6	16
7	Admiralty	7	17
8	Bali	8	18
9	Mindanao	9	19
10	Fisherman's Village	10	20
11	Harbor Gateway	26	21
12	Via Marina	12	22[4]
13	***North Shore***	***13***	***23***
15	***Fiji Way***	***15***	***25***

3 Revised Traffic Analysis Zones, created for use in the production of the DKS Traffic Study Addendum (1994).

4 Area A Development ZONES shall be deleted from the Marina del Rey LCP text.

Special Land Use Conversion Options

1. **Mixed Use Overlay Zone.** Parcels with a Mixed Use Overlay Zone designation may apply to convert existing residential and office development on their own parcel and allocated residential and office development available within their Development Zones to visitor-serving, marine commercial or other coastal-oriented uses. ~~Such conversion for allocated uses only shall be limited to ten (10) percent of the residential units or office square footage allocated in the zone.~~ Conversion of development shall be consistent with subsection 3 below.

2. **Waterfront Overlay Zone.** Parcels with a Waterfront Overlay Zone designation may apply to convert existing residential and office development on their own parcel and all allocated residential and office development available within their Development Zones to ***public open space,*** visitor-serving, ***hotels and youth hostels*** marine commercial or other coastal-oriented uses. In addition, existing and allocated visitor-serving, marine commercial and coastal-oriented development may be converted to other visitor-serving, marine commercial and coastal ***dependent*** uses. Conversion of development shall be consistent with subsection 3 below.

3. **Conversion Monitoring.** The common unit of conversion among land uses shall be the number of P.M. peak hour traffic trips generated by each land use, using ***the*** ~~a~~ standard trip generation table ***found in the 1991 DKS study of Marina del Rey Traffic***. The number of peak hour trips generated by the added development of the recipient use shall not exceed the number of peak hour trips generated by the donor use. Conversion shall not be construed to allow transfer of development between Development Zones.

   a) Conversion of allocated development shall be monitored such that the amount of development converted is deducted from the zone balance for the donor use and added to the zone balance for the recipient use.

   b) Conversion of existing development shall be similarly monitored to ensure no increase in trip generation occurs as a result of the conversion. Conversion is limited to the amount of development existing on the parcel at the time the conversion is applied for.

Area A Final Design Options shall be deleted from this Marina del Rey segment of the LCP.

Development Potential by Zone

The following section lists the amount of potential development allocated to each Development Zone. This listing provides for new development potential over and above what is existing in the zone at the time this LCP is certified. At the end of the chapter are maps of each Development Zone depicting the land use category for each individual parcel.

Each applicant may seek entitlement for the type of development potential consistent with the principal permitted use on their parcel. The development potential identified in the "Waterfront Overlay Potential" is available to all applicants ***holding parcels identified by a WOZ prefix as lying*** within ~~that~~ ***the Waterfront Overlay Zone,*** ~~zone,~~ regardless of the principal permitted use designation on their parcel.

Each applicant ***may apply*** ~~has a right~~ to acquire entitlement, through the ***coastal*** development ***permit*** process (described in Title 22.56 ~~elsewhere~~), to a portion of the ***remaining*** development potential assigned to each zone:

1. <u>Bora Bora DZ</u> ~ ~ See Map 11
   Parcels: 1, 3, 112, 113, BR
   Development Potential for Zone -
   Residential Units: 610 dwelling units
   Land Use Conversion Option ***if WOZ noted***
   Principal Permitted Use by Parcel -

~~WOZ~~	Parcel 1	- Marine Commercial-
		- Water
	Parcel 3	- Parking
WOZ	Parcel 112	- Residential V
		- Water
WOZ	Parcel 113	- Residential V
	Parcel BR	- Open Space

2. <u>Tahiti DZ</u> ~ ~ See Map 12
   Parcels: 7, 8, 9, 111
   Development Potential for Zone -
   Residential Units: 275 dwelling units
   Hotel Rooms: 288 hotel rooms/motel units
   Land Use Conversion Option ***if WOZ noted***
   Water: 76 boat slips (Funnel Expansion Area only)

Public open space or visitor facility.

Principal Permitted Use by Parcel -

WOZ Parcel 7 - Residential III
- Water (Funnel Expansion Area)

WOZ Parcel 8 - Residential III
- Water

WOZ Parcel 9 - Hotel
- Water

WOZ Parcel 111 - Residential III (on mole portion)
- Residential V (on non-mole western portion)
- Water

3. Marquesas DZ ~ ~ See Map 13

Parcels: 10, 12, 13, FF

Development Potential for Zone -

Residential Units: 320 dwelling units
Visitor-serving Commercial: 15,000 sq. feet of retail space
Public open space or visitor facility.
Land Use Conversion Option ***if WOZ noted***
Water: 76 boat slips (Funnel Expansion Area only)

Principal Permitted Use by Parcel -

WOZ Parcel 10 - Residential V (on western non-mole portion)
- Residential III (on mole portion)
- Water

WOZ Parcel 12 - Residential IV
- Water (Funnel Expansion Area)

WOZ Parcel 13 - Residential III
- Water

~~WOZ~~ Parcel FF - Open Space

4. Panay DZ ~ ~ See Map 14

Parcels: 15, 18, 20, 21, 22, GR

Development Potential for Zone -

Residential Units: 250 dwelling units & 75 congregate care units
Visitor-serving Commercial: 10,000 sq. feet of retail space
Land Use Conversion Option ***if WOZ noted***
Water: 76 boat slips (Funnel Expansion Area Only)
Public open space or visitor facility.

Principal Permitted Use by Parcel -

WOZ Parcel 15 - Residential IV
- Water

WOZ Parcel 18 - Residential III (on mole terminus)
- Residential IV (on mole road portion)
- Water (Funnel Expansion Area)

WOZ Parcel 20 - Marine Commercial
- Water

WOZ Parcel 21 - Marine Commercial
- Water

WOZ Parcel 22 - Hotel
Parcel GR - Parking

5. Palawan/Beach DZ ~ ~ See Map 15
Parcels: 27, 28, 30, 33, 91, 97, 140, 141, 145, IR, H, JS, NR
Development Potential for Zone -
Residential Units: 180 dwelling units
Visitor-serving Commercial: 42,000 sq. feet of retail space & 410 restaurant seats
Hotel Rooms: 200 hotel rooms/or motel units
Land Use Conversion Option ***if WOZ noted***
Public open space or recreation.
Principal Permitted Use by Parcel -

WOZ Parcel 27 - Hotel
WOZ Parcel 28 - Residential III
- Water
WOZ Parcel 30 - Marine Commercial
- Water
WOZ Parcel 33 - Visitor-serving Commercial
- Water
~~WOZ~~ Parcel 91 - ***Boat Storage*** ~~Marine Commercial~~
- Water
MUZ Parcel 97 - Visitor-serving Commercial
MUZ Parcel 140 - Residential V
Parcel 141 - Hotel
Parcel 145 - Hotel
Parcel IR - Parking
Parcel H - Open Space
Parcel JS - ***Open space*** ~~Public Facility~~
Parcel N - Parking

6. Oxford DZ ~ ~ See Map 16
Parcels: 125, 128, 129, OT, P, Q, RR
Development Potential for Zone -

Public Facility: Fire Station expansion permitted
Land Use Conversion Option ***if WOZ noted***
Public open space or visitor facility.

Principal Permitted Use by Parcel -

WOZ	Parcel 125	- Residential V (on western portion)
WOZ		- Hotel (on eastern portion)
		- Water
	Parcel 128	- Water
	Parcel 129	- Public Facility: Fire Station
		- Water
	Parcel OT	- Parking
	Parcel P	- Open Space
	Parcel Q	- Open Space
	Parcel RR	- Open Space

7. Admiralty DZ ~ ~ See Map 17
Parcels: 40, 94, 130, 131, 132, 133, 134, SS
Development Potential for Zone -
Visitor-serving Commercial: 275 restaurant seats
Hotel Rooms: 200 hotel rooms/or motel units
Office: 32,000 sq. feet of office space
Public Facilities: Library expansion permitted
Land Use Conversion Option ***if WOZ noted***
Principal Permitted Use by Parcel -

	Parcel 40	- Public Facility: Library
	Parcel 94	- ***Parking,*** ~~Office~~
WOZ	Parcel 130	- Visitor-serving Commercial
WOZ	Parcel 131	- Visitor-serving Commercial
WOZ	Parcel 132	- Marine Commercial, ***mole portion***
		- ***Hotel, Admiralty Way portion***
		- Water
WOZ	Parcel 133	- Visitor-serving Commercial
WOZ	Parcel 134	- Office
	Parcel SS	- Open Space

Park Area lost in Admiralty park for road widening must be replaced on an acre per acre basis.

8. Bali DZ ~ ~ See Map 18
Parcels: 41, 42, 43, 44, 75, 76, 150, UR
Development Potential for Zone -

Visitor-serving Commercial: 75,000 sq. feet of retail space; Ferry terminal site & office; marine science center with 3,000 sq. feet of office; 500 restaurant seats
Hotel Rooms: 382 hotel rooms or motel units
Conference Center: 40,000 sq. feet of space
Land Use Conversion Option ***if WOZ noted***
Water: 86 boat slips (Funnel Expansion Area only)

Principal Permitted Use by Parcel -

WOZ	Parcel 41	- Marine Commercial
		- Water
WOZ	Parcel 42	- Hotel
		- Water (Funnel Expansion Area)
WOZ	Parcel 43	- Visitor-serving Commercial
		- Water
~~WOZ~~	Parcel 44	- ***Boat Storage (portion)***
		- Marine Commercial (adjacent Admiralty Way)
		- Visitor-serving Commercial (on mole portion)
		- Water
MUZ	Parcel 75	- Hotel
	Parcel 76	- Office
	Parcel 150	- Office
~~WOZ~~	Parcel UR	- Marine Commercial

9. Mindanao DZ ~ ~ See Map 19

Parcels: 47, 48, 49, 50, 52, 53, 54, 77, 83, EE, GG

Development Potential for Zone -

Visitor-serving Commercial: 14,500 sq. feet of retail space
Office: 26,000 sq. feet of office space
Land Use Conversion Option ***if WOZ noted***
Water: 35 boat slips (Funnel Expansion Area Only)

Principal Permitted Use by Parcel -

WOZ	Parcel 47	- Marine Commercial-
		- Water
	Parcel 48	- Water
~~WOZ~~	Parcel ***49M***	- ~~Marine Commercial~~ ***Parking***
	Parcel ***49R***	- ~~Marine Commercial~~ ***Boat Storage***
	Parcel ***49F***	- ~~Marine Commercial~~ ***Boat Storage***
		- Water
	Parcel 50	- Visitor-serving Commercial
	Parcel 52	- Public Facility
		- Water
WOZ	Parcel 53	- Marine Commercial

		- Water
WOZ	Parcel 54	- Marine Commercial
		- Water
~~WOZ~~	Parcel 77	- ~~Marine Commercial~~ ***Boat Storage***
		- Water
	Parcel 83	- Visitor-serving Commercial
	Parcel EE	- Open Space
		- Water ~~(Funnel Expansion Area)~~
	Parcel GG	- Public Facility
		- Water

10. Fisherman's Village DZ ~ ~ See Map 20
Parcels: 55, 56, 61, BB, W
Development Potential for Zone -
Visitor-serving Commercial: 20,000 sq. feet of retail space, 350 restaurant seats, ferry terminal site & office
Land Use Conversion Option ***if WOZ noted***
Principal Permitted Use by Parcel -

WOZ	Parcel 55	- Marine Commercial
		- Water (Funnel Expansion Area)
WOZ	Parcel 56	- Visitor-serving Commercial
		- Water (Funnel Expansion Area)
WOZ	Parcel 61	- Visitor-serving Commercial
		- Water (Funnel Expansion Area)
	Parcel BB	- Water
~~WOZ~~	Parcel W	- ~~Visitor-serving Commercial~~ ***Parking***

11. Harbor Gateway DZ ~ ~ See Map 21
Parcels: 62, 64, 65
Development Potential for Zone -
Residential Units: 255 dwelling units
Land Use Conversion Option ***if WOZ noted***
Water: 34 boat slips (Funnel Expansion Area Only)
Principal Permitted Use by Parcel -
~~WOZ~~ Parcel 62[5] - Public Facility: Sheriff, Harbor Patrol, Lifeguard, Open Space

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~~5~~ ~~*Parcel 62 - Upon construction of the channel cut-through for the Playa Vista Area A marina, the remainder of Parcel 62 shall consist of the current Sheriff and lifeguard facilities, and the abandoned Fiji Way cul de sac. consideration postponed.*~~ *Consideration of this use will not occur until Area A is considered.*

- Water
- *Playa Vista Marina Main Channel Entrance*

WOZ Parcel 64 - Residential V Open Space
- Water (~~Funnel Expansion Area)~~

~~WOZ~~ Parcel 65 - ~~Marine Commercial~~ ***Boat storage***
- Water

12. Via Marina DZ ~ ~ See Map 22
Parcels: 95, 100, 101, 102, 103, 104, DS, LLS, AL-1, K-6
Development Potential for Zone -
Residential Units: 530 dwelling units
Visitor-serving Commercial: 30,000 sq. feet of retail space; 340 restaurant seats
Land Use Conversion Option
Principal Permitted Use by Parcel -

MUZ	Parcel 95	- Visitor-serving Commercial
	Parcel 100	- Residential V
	Parcel 101	- Residential V
	Parcel 102	- Residential V
	Parcel 103	- Residential V
	Parcel 104	- Visitor-serving Commercial
	Parcel DS	- Open Space
	Parcel LLS	- Public Facility
	Parcel AL-1	- Public Facility
	Parcel K-6	- Residential V

13. ~~Playa Vista~~ ***North Shore Development Zone (Exhibit 17)***
Parcels XT,
Development Allocation: open space
Categories: ~~Visitor-Serving/Convenience Commercial~~ ***Open Space***
~~Mixed Use Overlay~~
Principal Permitted Use by Parcel -
~~Mixed Use Overlay~~ Parcel XT, ~~Visitor-Serving/Convenience Commercial~~ ***Open Space***

15. ~~Playa Vista East Bay~~ ***Fiji Way Development Zone (Exhibit 19)***
Parcels 51, 200,
Development Allocation: ~~25~~ ***2 KSF Commercial space***
Principal Permitted Use by Parcel -
- ***Parcel 51 -Visitor-Serving/Convenience Commercial***
- ***Parcel 200 -Public Facility.***

FIGURE 6

Summary of Development Potential[6]

Existing Small Craft Harbor ~ ~

Residential Units:	~~2,585~~ 2,420 dwelling units 75 congregate care units
Hotel Rooms:	~~905~~ 1,070 rooms, or motel units
Visitor-serving Commercial:	1,875 restaurant seats 206,500 square feet of retail space
Office:	58,000 square feet of office space
Marine Commercial:	3,000 square feet of marine science museum
Boat slips:	~~383~~ 348 boat slips

Maps:

As noted, the County shall assure that the above changes appear on the maps shown on exhibits 5-16 (see attachment)

[6] Note: The development potential for each land use category may slightly change due to potential conversion of ~~up to ten percent (10%) of~~ residential or office commercial potential uses to visitor-serving, marine commercial, or hotel uses.

9. Visual Resources.

NOTE: **Any Policies that relate to Area A, including policies 2 and 14 are deleted from the Marina del Rey LCP.**

Specifications and Minimum Standards of Architectural Treatment and Construction (Department of Beaches and Harbors) ***previously served as*** ~~provides~~ guidelines and requirements (in addition to existing building laws, zoning ordinances and other applicable ordinances) for construction and established~~s~~ minimum standards, spacing and other requirements for construction of land and water facilities in the Marina del Rey Small Craft Harbor. ***For purposes of future development and redevelopment, the policies of this LCP replace and supersede the land use and height policies of the Specifications and Minimum Standards of Architectural Treatment and Construction. The superseded policies that no longer govern development in the Marina del Rey are found on pages C-16 through 26 of that document.***

Among the particularly significant vantage points within the Marina are the following:

- Burton Chace Park.
- Bike path along the northern boundary of the flood control channel.
- Parking lot just northwest of the County Fire Station (view of the main channel).
- North jetty viewing area (good views of bluffs, as well).
- Major streets (Via Marina, Admiralty Way and Fiji Way).
- Fisherman's Village.
- ***Ends of moles, and lands adjacent to main channel.***

The following is a list of potential Marina design features which would improve the visual experience and access opportunities in this area consistent with Coastal Act policies § 30251 and § 30253(5):

- Provision of additional waterfront access on Parcels 112 and 113.

- Public viewing decks and promenades provided via construction of new hotels.
- Provision of open viewing areas on moles.
  Provision of new park and open space areas on waterfront and main channel

e. Policies and Actions

1. **Views of the Harbor a Priority.** Maintaining and enhancing views of the Marina shall be a priority goal of this Plan. Enhancing the ability of the public to experience and view the Marina waters shall be a prime consideration in the design of all new, ***modified or expanded*** ~~or renovated~~ development. This goal shall be achieved by placing conditions on permits for new development to enhance public viewing, to allow for greater public access, and to create ***new*** view corridors of the waterfront.

2. Policy 2, referring to Area A shall be deleted from the Marina del Rey LCP.

3. No billboards or off-premise commercial signs shall be permitted in the LCP study area. ***On-premise signs shall be restrained in size and color and subordinate to the setting.***

4. **Scenic Drive.** Through appropriate signing, a Scenic Drive shall be designated from Via Marina at Pacific Avenue north to Admiralty Way, Admiralty to Fiji Way, Fiji east to Lincoln Boulevard, ***and*** Fiji west ***to the terminus of Fiji. Portions of this policy relating to Area A are deleted from the Marina del Rey Plan.***

5. **Design Control Board Authority.** Signing, building design, ***site planning*** and facade design in the existing Marina shall continue to be controlled by the Marina del Rey Design Control Board. The Design Control Board shall review all new development proposals, including renovations, for consistency ***with the policies and objectives of this LCP*** and shall recommend such modifications to the design as they deem necessary. Such review ***and a report of the Board's deliberations*** shall be completed prior to any application for development being submitted to the Department of Regional Planning for case processing. ***The Design Control Board may refer to the Permanent Sign Controls and Regulations of September 16, 1971, as revised July 19, 1973. (pages C-1-15, and C-29-45 of the certified LCP the Specifications and Minimum Standards of Architectural Treatment and Construction), in reviewing signs. Note, however, that pages C-21 through 26 referring to***

land use, and pages 16 through 20 referring to height shall not govern redevelopment in the Marina del Rey.

All approvable development shall include modifications to ensure consistency with all policies and development standards of the certified LCP.

View Protection

6. The following existing views within the existing Marina shall not be significantly disturbed.

   - All views from north jetty and south jetty (west of UCLA boathouse).
   - Harbor views from Burton Chace Park and Fisherman's Village. Cross-beach view from Panay Way parking lot (parcel GG).
   - Main channel view from Admiralty Park.

7. *All* development shall ~~incorporate~~ *provide public* harbor views from streets and pedestrian access ways ~~consistent with security and safety considerations~~. ***All development, redevelopment, or intensification on waterfront Parcels shall provide an unobstructed view corridor of no less than twenty (20) percent of the parcel's water front providing public views of the Marina boat basins and/ or channels.***

8. **Height Design Concept.**

   Existing Marina. The height of new structures within the existing Marina shall be governed by height standards established by the applicable Land Use Category (see Chapter 8, Land Use), and by the following general height standards as applied to various similarly-situated parcels in the existing Marina:

25 foot Standard	***Applies to accessory structures on the Marina Beach area, public open space, some public parking lots, the fueling docks, the public boat ramp site, and ancillary commercial structures in the Boat Storage land use category.***
45 Foot Standard	Applies to moles, ***including all parcels adjacent to mole roads and mode ends and to office uses seaward of the loop road,*** ~~the Marina Beach area, public open space~~, public parking lots, ~~the fueling docks, the public boat ramp site~~, and public facilities. ***(With the exception of theme towers on public facilities.)***

140 Foot Standard Except as noted above, applies to parcels adjacent to and seaward of Via Marina, and Admiralty Way (excluding the Marina City Towers and parcels 112 and 113, which are allowed a 225 foot standard), the Marina shopping center and frontage along Washington Blvd.

225 Foot Standard Except as noted above, applies to parcels landward of Via Marina and Admiralty Way, and includes parcel 112 and 113, and the westerly portion of parcel 125.

Policy (b), referring to Area A, is deleted from the Marina del Rey LCP.

The Height Design Concept may be modified where a valid public benefit is achieved, such as increased views of the waterfront. For parcels seaward of Admiralty Way and Via Marina, flexible height standards may apply in exchange for increased view corridors, as provided for in Policy No. 9 below.

9. Height Design Flexibility for Waterfront Parcels. Any project design for any parcel on the seaward side of a public access roads, may apply for flexible height standards above the maximum allowable height in exchange for providing increased view corridors in excess of the minimum requirement of twenty (20) percent, as provided for below:

a) Mole Roads Optional Height Areas. Structures proposed on parcels where a 45 foot standard applies and located between a mole road and the bulkhead may be allowed up to a maximum height of seventy-five (75) feet when a forty (40%) percent view corridor is provided. Height above forty-five (45) feet shall be permitted at the ratio of 1.5 feet of additional height for every additional one percent (1%) of view corridor provided in excess of the twenty percent (20%) minimum standard. This policy is applicable on the following mole roads: Panay Way, Marquesas Way, Tahiti Way, Bali Way, Mindanao Way, Fiji Way, and the mole portion of Parcel 132. This policy shall not apply to that portion of the mole seaward of the cul-de-sac. where a forty-five foot maximum height standard applies.

b) Via Marina and Admiralty Way Optional Height Areas. Except as noted in Policy 8 above, structures proposed on parcels where a 140 foot standard applies and located adjacent to and seaward of Via Marina and Admiralty Way may be allowed up to a maximum height of 225 feet when a forty percent (40%) view corridor is provided. Height

above 140 feet shall be permitted at the ratio of 4.25 feet of additional height for every additional one percent (1%) of view corridor provided in excess of the twenty percent (20%) minimum standard.

c) The open area may allow public amenities such as benches and landscaping, and parking lots provided the parking area is at least two feet below grade to allow views of the harbor from the mole road. Projects not meeting the minimum "open viewing area" requirement shall be restricted to forty-five feet in height. Such projects shall be required to meet the mandatory twenty percent "open viewing area" requirement for all projects on the seaward side of any roadway within the LCP study area.

10. **Wind Factor.** ~~New~~ ***D***development shall not significantly increase infringements of wind access for boats in their berths, in the fairways, or in the Main Channel. Wind studies ~~may~~ ***shall*** be required to determine the ***significant adverse*** impact of taller buildings on wind currents ***and sailing by small boats*** within the Marina. ***All structures proposed at heights greater than 45 feet shall also*** ~~to~~ determine the ***cumulative*** impact of taller buildings on wind currents within the Marina. ***Development shall only be approved if all identified significant adverse impacts, including cumulative impacts of a pattern of higher buildings, are fully mitigated.***

11. **Parcels 112 and 113** ***and 64. Continuous*** ~~W~~***w***aterfront pedestrian access and a small waterfront viewing platform ***adjacent to the main channel*** shall be provided on Parcels 112 and 113 ***and 64*** ~~in reconstruction~~ ***in conjunction with development that extends the time period that the publicly owned site is committed to residential use and/or increases the intensity of use of the site.***

13. **Main Channel View Corridor.** To preserve views of the Santa Monica and San Gabriel Mountains from the Main Channel, no structure over forty (40) feet in height shall be constructed on the eastern-most 300 feet of Parcel 125, or on Parcels 129, 130, 131, and the panhandle portion of Parcel 132, or along Admiralty Park (Parcels RR and SS).

14. ~~13~~. Landscaping and plant materials may be used to screen and soften visually obtrusive elements in the study area (e.g., utilities, service areas, bulkheads, fencing, etc.).

15. A landscaped pedestrian viewing area shall be provided along the bulkhead in conjunction with all new development. Such area shall include benches, shade structures and other amenities, and shall be the equivalent of a eight foct wide corridor seaward of the fire access road.

Area A

~~14.~~ ***Policy 14, referring to Area A is deleted for the Marina del Rey LCP.***

10. Hazard Areas.

Note: Policies relating to Area A segment shall be deleted from the Marina del Rey LCP.

e. Policies and Actions

1. As a prerequisite to ~~new~~ ***all*** development ~~of Area A,~~ approval of a flood control, ***runoff*** and storm drain plan by the Department of Public Works ***consistent with the Santa Monica Bay Recovery Plan*** shall be required.

2. Future development shall be based on thorough site specific geologic and soils studies, including specific geotechnical studies related to mitigation of liquefaction and lateral spreading.

3. All ~~future~~ development shall utilize earthquake resistant construction and engineering practices particularly those intended for high density of human occupancy. ***All*** ~~new~~ development ~~over three stories in height~~ shall be designed to withstand a seismic event. ***All earthquake studies shall comply with the latest recommendations of the California Division of Mines and Geology and the Seismic Safety Board for seismic safety, especially for projects on unconsolidated sediments with high groundwater.***

   Preliminary engineering mitigation and structural setbacks shall be designed for a bedrock acceleration of ***no less than*** 0.5g. and high potential for liquefaction. ~~unless a reliable geologic survey indicates otherwise. Review by the Division of Mines and Geology shall be required only if it can be shown that local standards are inadequate to provide a reasonable and feasible level of safety and resource protection. Development shall: be sited so as to:~~

Avoidance and Mitigation of Geologic/Geotechnical Hazards. Applicants and their engineers are responsible for following all current requirements and recommendations of the Los Angeles County Department of Public Works, the California Division of Mines and Geology and the California Seismic Safety Board. Accordingly, all development applications shall include a detailed geotechnical report completed by a certified engineering geologist and a registered civil engineer experienced in the field of soil mechanics, and approved by the Department of Public Works. A copy of the report, and its approval, shall be submitted. The report must include, but not be limited to:

- ***A comprehensive geologic/soils analysis showing underlying geology, soil type and structure.***

- ***Delineation and evaluation of areas prone to fault rupture, secondary effects of seismic shaking, such as lateral spreading, settlement, liquefaction, etc. and excessive ground motion, due to seismic wave amplification.***

- ***Delineation of low-lying areas which may be inundated by tsunamis, floods or unusually high tides or may be damaged by excessive wave action.***

- ***Recommendations for development in geologically stable areas, and restriction of development in unstable or unmitigated areas.***

- ~~a. Not include e~~Channels constructed in areas of liquefiable soils ~~unless it can be shown that the failures of the areas adjacent to the channels will not cause life safety problems that the area adjacent to the channels can~~ ***shall*** be engineered to preclude or mitigate the impacts of liquefaction.

- ***No development in which the hazard to life and property cannot be fully mitigated shall be approved.***

~~b. Insure structures affecting life safety, such as gas lines, shall not occupy or transect liquefiable soils adjacent to constructed channels subject to lateral movement as a result of earthquake shaking, unless such structures can be engineered to preclude or mitigate the impact of liquefaction.~~

4. Require that ~~new~~ marina and harbor facilities continue to be designed and constructed so as to reduce the potential impacts of tsunamis.

5. Direct the Chief Administrative Office's (CAO) Office of Emergency Management to consider the potential threat of tsunamis in the preparation of disaster response plans for low lying harbor and coastal areas.

6. Instruct the CAO's Office of Emergency Management to investigate the feasibility of establishing a tsunami alert procedure.

11. Circulation.

Note: The Commission has segmented Area A from the Marina del Rey. Policies 2b, ***Playa Vista Improvements*** and 6 and language in other policies specifically relating to Area A shall be deleted from the Marina del Rey Local Coastal Program segment.

e. Policies and Actions

1. Internal Marina Circulation Improvements

Development shall not be approved that will exceed the capacity of the internal Marina del Rey street system. The total potential for additional units and amount of commercial and residential development allocated under this Local Coastal Program will generate a traffic impact within the Marina del Rey that can be mitigated within the Marina by the improvements listed in Policy 2 below. Pursuant to this policy, the improvements listed in Policy 2 below shall be allocated proportionately among the development approved within the LCP area such that each approvable development constructs or contributes its fair share of the improvements which are expected to fully mitigate the direct impact the development is expected to have on traffic within the Marina del Rey.

To improve access to the LCP study area, the following improvements to the circulation system are proposed in conjunction with development allowed under this LCP. The following Circulation System Improvements are shown on Map 29, located at the end of the chapter.

- ***Change map 29 to show Route 90/ Lincoln/ Admiralty connector.***

Admiralty Way Widening and Intersection Improvements

a) **Admiralty Way Widening.** Improve Admiralty from its current four lanes to five lanes from Via Marina to Fiji Way to provide three through lanes in the north/west direction and two lanes in the south/east direction. This improvement shall be accomplished within the existing right-of-way by shifting the median island.

b) **Intersections.** Make the following intersection improvements:

1) Via Marina at Admiralty - widen the south side of Admiralty to accommodate a triple westbound left turn movement, and two lanes eastbound on Admiralty with a right-turn merge lane from northbound Via Marina.

2) Palawan Way northbound at Admiralty - restrip to provide a separate right-turn approach lane to Admiralty.

3) Palawan Way southbound at Admiralty - restrip to convert one through south bound lane into a second left-turn approach lane to Admiralty.

4) Lincoln southbound at Bali - widen west side north of Bali Way to provide a right-turn approach lane with a 90-foot transition at Bali.

5) Lincoln northbound at Mindanao - widen west side both north and south of Mindanao Way, relocate and narrow the median island, to provide for right-turn lane at Mindanao.

6) Admiralty northbound at Mindanao - widen east side south from Mindanao Way to provide a right-turn approach lane with a 90-foot transition at Mindanao.

7) Admiralty southbound at Fiji - widen west side north from Fiji Way to provide for three through lanes.

8) Fiji Way eastbound at Lincoln - widen the south side of Fiji to accommodate an additional eastbound left turn lane.

c) **Traffic Signal Synchronization.** Traffic signals at high volume intersections shall be modified to operate as part of an interconnected system of regulated signals. The synchronized system shall be designed to automatically adjust lighting cycles based upon traffic volumes.

d) **Transportation System Management.** Transportation System Management (TSM), and Transportation Demand Management (TDM) programs shall be required as a condition ~~for~~ ***of*** approval ~~of new Phase II~~ ***for all*** development ***which has a significant adverse effect on traffic.***. TSM improvements enhance the system capacity and improve traffic flow. TDM measures encourage people to use alternative modes of transportation to eliminate automobile trips during the peak demand periods.

.FIGURE 15
Phase II Development:
Levels of Service (LOS)
With Category I Traffic Improvements

Intersection	Existing	LCP Development Ambient[7]	After Mitigation[8]
2 Via Marina/Admiralty	0.83	0.91	0.88
3 Via Marina/Panay	0.53	0.59	0.78
4 Via Marina/Marquesas	0.39	0.44	0.60
5 Via Marina/Tahiti	0.40	0.43	0.57
6 Via Marina/Bora Bora	0.33	0.37	0.51
7 Palawan/Admiralty	1.06	1.16	1.07
10 Admiralty/Bali	0.99	1.08	1.08
11 Lincoln/Bali	0.82	1.14	1.10
12 Admiralty/Mindanao	0.99	1.10	1.00
13 Lincoln/Mindanao	0.90	1.26	1.26
14 Admiralty/Fiji	0.51	0.55	0.77
15 Lincoln/Fiji	0.83	1.18	1.09
20 Admiralty/South Shore Road	----	----	*0.47*[9]
21 Admiralty/Culver[12]	----	----	*0.79*
22 Lincoln/Culver West	----	----	0.72
CATEGORY 3 IMPROVEMENT			
23 Lincoln/Washington[10]	***1.19***	***1.67***	***2.03***

[7] Ambient condition represents the predicted LOS in the year 2010, attributable to background growth in traffic volumes. A rate of .5 percent/year is assumed for ambient growth within the Marina (County unincorporated area), and a rate of 2 percent is assumed for ambient growth outside the Marina. Ambient is considered the pre-development condition for mitigation standards.

[8] Mitigation includes improvements identified in the LCP as Category 1 in addition to TSM/TDM. The County standard for mitigation requires intersections to be mitigated to 0.85 (mid-range LOS "D"); intersections exceeding 0.85 before development occurs must be mitigated back to the pre-development LOS.

[9] Approval of these two intersections 20 and 21 is deleted from this list because they involve only Area A. Consideration of the LCP for Area A is deleted from the Marina del Rey LCP.

[10] Lincoln Washington: this intersection is located in the City of Los Angeles. Improvements required in category 3 may reduce traffic impacts on this intersection. Because the work would be done in the another jurisdiction, the County cannot specify which of the many possible category 3 improvements will be undertaken. Secondly the Marina will generate no more than ten percent of the total traffic to be expected from total Marina del Rey Playa Vista development. Other generators in Culver City, Santa Monica and the Airport Area may be responsible for a significant percentage of the growth of traffic along Lincoln. Planning for these measure is outside the scope of this plan. However, developers in the Marina are required to contribute their proportionate share toward the improvements.

2. **Phasing of *Internal Marina del Rey* Improvements.** The following ~~phases of~~ circulation improvements represent the priority of mitigation measures ***which were identified in the DKS study of 1995 to be necessary to mitigate internal traffic impacts of redevelopment within Marina del Rey. These improvements may be used to mitigate the increase in*** ~~deemed to be necessary to complement proposed development in Chapter 8, *Land Use*. Category 1 improvements are designed to mitigate all~~ P.M. Peak Hour trips generated by ***otherwise approvable*** ~~Phase II~~ development. The estimated Level of Service (LOS) ***if*** ~~for full build-out of~~ ***all*** Phase II development ***and*** ~~following completion of~~ Category I traffic improvements ***are completed*** is shown in Figure 15 above.

~~a)~~ **Category 1 Improvements - System-Wide**

System-wide Improvement. Improve existing Admiralty Way from Via Marina to Fiji Way to provide three through lanes in the north/west direction and two lanes in the south/east direction. This improvement shall be accomplished within the existing right-of-way by shifting the median island.

Intersections.

Improve the intersection of Via Marina/Admiralty.

Improve the intersection of Admiralty Way and Palawan Way including provision of left turn pockets at northbound and southbound approaches on Palawan Way at Admiralty Way.

Improve the following Lincoln Blvd. intersections: Bali Way, Fiji Way, and Mindanao Way.

Improve the following Admiralty Way intersections: Mindanao Way and Fiji Way.

Signals. Implement ATSAC (or other modern signal synchronization system) at the following Admiralty Way intersections: Via Marina, Palawan Way, Bali Way, and Mindanao Way; and at the following Lincoln Blvd. intersections: Bali Way, Mindanao Way, and Fiji Way.

3) e) **Category 3 *Subregional Transportation and Circulation* Improvements - Cumulative Impacts**[7]

Development shall not be approved that will significantly exceed the capacity of the subregional street system. Traffic impacts, generated by development in the LCP study area, upon the circulation system outside the unincorporated area of Marina del Rey, shall be mitigated by the developer prior to receiving final discretionary permits.

Category 3 consists of improvements which may ***be employed to*** mitigate the cumulative impacts of development in the LCP study area on the regional transportation system serving the Marina del Rey. ***Ninety-three percent of all trips originate or end outside the Marina del Rey.*** ~~and adjacent areas~~. ~~Individual Phase II development projects may be required to~~ ***All development shall*** contribute a calculated fair share toward construction of improvements ***necessary to mitigate all of the development's significant adverse cumulative traffic impacts.*** ~~listed below or may be required to construct specified improvements when, and only when, a legal nexus has been determined between the impacts created by the project and the required mitigation.~~ The ***traffic studies prepared as part of each*** project's environmental documentation~~, supported by traffic studies~~, shall ***address the project's impacts on adjacent State Highways and other regional collector streets and shall*** be the basis for determining the amount of cumulative impacts ***which the project has on regional traffic due to the increase in the number of trips that the project generates that begin or end outside the Plan area.***

Studies prepared in compliance with this requirement shall show 1) the number of daily and peak hour trips generated by the development, 2) the number and percentage of those trips originating and terminating outside the Marina del Rey, 3) the direction of the trips upon departing the existing Marina. Based on this documentation, all development shall contribute its proportionate fair share of the ~~and the requirements to be imposed on a project with respect to~~ Category 3 improvements ***that will fully mitigate the level of impact such development will have on the regional system serving the plan area.*** The study shall be ***provided at the time of the permit application.***

[7] The part of the policy that may relate to Area A is deleted from the Marina del Rey segment

Category 3 Improvements are discussed in greater detail in the Transportation Improvement Program and in Policy 6 of this section. The improvements include, but are not limited to, the following:

1) Installation of ATSAC or other modern signal synchronization at intersections along Admiralty Way and Culver Boulevard.

2) Redesign of the Admiralty Way/Via Marina intersection.

3) Establishment of a Shuttle Bus Service to enhanced coastal access.

4) Acquisition and development of periphery parking lots to provide additional peak period parking.

5) ***Items referring to Area A have been deleted from the Marina del Rey segment.*** ~~Extension of Admiralty Way as a six lane major highway from Fiji Way to a realigned Culver Blvd.~~

~~6) Widening of Lincoln Blvd. in conjunction with the reconstruction of the grade separation at the intersection of Lincoln and Culver Boulevards, including a new loop ramps in the northwest quadrant that will accommodate the following movements:~~

~~Eastbound/westbound Culver Blvd. to southbound Lincoln Blvd.~~
~~Southbound Lincoln Blvd. to eastbound/westbound Culver Blvd.~~

7) ~~Widening, extension and realignment of Culver Blvd. between Lincoln Blvd. and Jefferson Blvd., including a new Culver Blvd. bridge over Ballona Creek west of the existing bridge.~~

8) If agreed to by the Board of Supervisors, the City of Los Angeles, and Caltrans, connect Route 90 to Admiralty Way via a fly-over over Lincoln Boulevard, widen Admiralty Way by an additional westbound lane to parcel OT, thence connect Admiralty Way with Washington Boulevard through parcel OT. This improvement shall only go forward with the agreement of all three agencies.

9) Provision of other coastal access or public transportation improvements ~~in the~~ ***affected by development within the*** Marina LCP study area ***including but not limited to***

improvements to affected intersections on Washington and Lincoln Boulevards or Route 90.

10)~~9)~~ Construction of a Lincoln Blvd. People Mover system between

11)~~10)~~ Construction of a Light Rail line from Westchester/Los Angeles International Airport to Venice.

4. ~~3.~~ **Funding** – ***Developer Agreements and Improvement Phasing.***

Funding of circulation improvements shall be undertaken in the following manner:

a) Developer Agreement Required.

Category 1 Improvements. All lessees within the existing Marina, which may propose new development pursuant to the LCP, shall enter into uniform agreements with the County upon mutually agreeable terms to complete the road improvements specified in Category 1 at their joint expense.

Category 3 Improvements. All lessees within the existing Marina, which may propose new development pursuant to the LCP, shall enter into uniform agreements with the County and applicable agencies upon mutually agreeable terms to complete the subregional improvements specified in category 3 at their joint expense. If the fair and proportional share of the cost of such Category 3 improvement is insufficient to complete the improvement, the applicant may mitigate the impacts of the development by payment of its proportional fair share of such improvement.

All agreements shall provide that all cumulative and direct impacts of the development on traffic shall be fully mitigated as provided in Policies 1 and 3 above.

b) ~~No Development Without~~ Agreement ***Prior to Coastal Development Permit Issuance.*** This agreement regarding new development in the existing Marina shall ~~both~~ be in effect ***and all required contributions shall be made to mitigate both internal and subregional improvements*** before ~~new development authorized by this LCP in the existing Marina except where a project is pursued under subsection 5, Independent~~

~~Agreements. Any lessee in the existing Marina or which does not enter into the agreement shall not be permitted to undertake new Phase II development pursuant to this LCP.~~ ***issuance of any coastal development permit.***

c) Improvement Costs Fairly Apportioned. The requirement of this policy shall not require any lessee or developer to contribute more than its fair share of the cost of the required road improvements specified in Category 1 ***and 3.***

d) Improvement Phasing Schedule ***for Internal Marina del Rey Category 1 Improvements***. The uniform agreement required by this section shall prescribe a phasing schedule ~~acceptable to the Director of Public Works~~ so that the road improvements specified in Category 1 occur in phases coinciding with ~~appropriate rates of~~ new development in the existing Marina ***so that no development is occupied before construction of improvements which would fully mitigate the same amount of impact such development has on traffic within the Marina del Rey. Before incorporating this schedule as a condition of the coastal development permit, the applicant shall obtain concurrence from the Director of Public works concerning the feasibility of the schedule and its adequacy.*** ~~and *Area A.* The rates of new~~ ***D***evelopment shall not be permitted to exceed the corresponding phase of road improvements.

e) Improvement Phasing Schedule For Subregional Traffic Category 3 Improvements. The uniform agreement required by this section shall prescribe a phasing schedule so that the road improvements specified in Category 3 occur in phases coinciding with new development in the existing Marina. Before adopting this schedule as a condition of the Coastal development permit, the applicant shall obtain concurrence from the Director of Public Works concerning the feasibility and adequacy of the schedule. Where any significant adverse cumulative traffic impacts on subregional traffic routes will occur, the applicant shall (1) pay a proportional fair share of necessary subregional traffic improvements, and (2) provide information concerning the timing and capacity of planned traffic improvements which will accommodate local growth including that attributed to the development. However, if the trips generated by the development along with other previously approved development will exceed 50% of the total anticipated additional external trips to be generated by new or intensified Marina del Rey development, additional development that generates external

trips shall not occur until a traffic improvement on the approach roads that will mitigate those trips has been approved and funded by the appropriate agencies.

f ~~e)~~ Independent Agreements ***to complete internal improvements.***

1) Phasing. Subsequent to the approval of the agreements specified in this policy, individual lessees or developers may also agree ***as part of a coastal development permit,*** ~~independently with the County~~ to perform road improvements in advance of the phasing schedule to ensure timely construction of individual development proposals.

2) Funding and Phasing. Development in the existing Marina may proceed independently upon agreement with the County, without benefit of other agreements, contingent on completion of the road improvements determined necessary by the County to mitigate the development ***consistent with the provisions of the certified LCP.*** Development projects proceeding in this fashion shall be responsible for establishing reimbursement contracts with subsequent developers for road improvements which are found to mitigate other development.

g) Independent agreements to complete subregional improvements.

Funding and Phasing. Development in the existing Marina may proceed independently upon agreement with the County, without benefit of other agreements, contingent on completion of the road improvements determined necessary by the County, in consultation with appropriate agencies, to mitigate the development consistent with the provisions of the certified LCP. Development projects proceeding in this fashion shall be responsible for establishing reimbursement contracts with subsequent developers for road improvements which are found to mitigate other development.

Design Standards

5. **4. Design and Standards of Improvements.**

a) Internal improvements. The Director of Public Works shall approve the final design, alignment, standards, and specifications for all circulation improvements proposed in this LUP.

b) Subregional Improvements. Improvements required by this plan to be accomplished outside of the County area shall be coordinated with the appropriate transportation agencies ***having jurisdiction over the improvement.***

~~Nexus Requirements~~

8. ~~5. Traffic Mitigation Requirements. Traffic impacts, generated by development in the LCP study area, upon the circulation system outside the unincorporated area of Marina del Rey, shall be mitigated by the developer prior to receiving final discretionary permits, provided a~~ ***The Department of Public Works will consult with and coordinate its review with the City Department of Transportation and Caltrans.*** ~~nexus can be established between the development project and the traffic impacts~~. This ***information*** ~~nexus connection~~ shall be ~~determined~~ ***provided*** during the environmental review process.

Playa Vista Improvements. The Commission has segmented Area a from the Marina del Rey LCP and therefore, policy 6 is deleted from the Marina de; Rey segment.

12. Public Works

Note: The Commission has segmented Area A from the Marina del Rey and has extended the time limits for action on Area A policies. Policies applying to Area A are deleted from the Marina del Rey segment and will be considered at a later hearing.

e Policies and Actions

1. Public works improvements in the study area shall be designed to accommodate new development permitted in the area and provide for future public access needs.

2. This Land Use Plan includes a phasing program. *N*~~n~~ecessary public works facilities shall be provided ***at the same time as the development creating the need for the public facility occurs. Public improvements required in this Land Use Plan shall be completed consistent with the phasing program, described on pages 8-6 and 8-7 of the Land Use plan and further described in policy 8 (development) 4, 8-7 of the LUP and outlined in the development potential by zone beginning on page 8-25 (Figure 7) of the LUP and Section 22.46.1090 of the Specific Plan. Phasing of development and internal traffic improvements shall take place as indicated in policies 1, 2, 3 and 4 of chapter 11 of this LUP and Section 22.46.1090 of the Specific Plan, which require necessary public improvements to be constructed*** in a timely and orderly manner, to minimize possible adverse impacts of new development on coastal resources (i.e., sensitive habitat resources or recreation areas) and to protect the ability of the public to travel to coastal attractions.

Water and Sewer Services

3. Permission to build new and/or intensified development in the LCP area shall be contingent upon the ability to provide proof of availability of adequate water and sewerage facilities.

4. In cases where existing unused capacity cannot meet increased demand, developer-financed improvement of existing water and/or sewerage facilities shall be required before new development and/or intensification can proceed.

5. Installation of new sewer and water lines shall be accomplished via the least environmentally ***damaging***~~disturbing~~ method.

6. Water conservation technology shall be employed in ***all development, including landscaping and irrigation, that increases water use of the parcel. Design of new development requiring*** the installation and operation of additional water service ***shall be reviewed for water conservation.***

Fire and Emergency Services

7. **Fire Station.** A new fire station may be required as part of Phase II development. The size, location and timing of the new station shall be determined after appropriate study by the Fire Dept. ***and shall be submitted as an amendment to this LUP. The new fire facility shall be funded and constructed as its need is determined in the environmental studies. The***

new fire station shall not displace parks, coastal recreation support or coastal dependent uses.

8. ***Fire access requirements***. ~~Pedestrian promenades~~, On ***property fronting on*** mole roads ***the developers shall provide fire clear zones on the water side of the buildings. These*** fire access road***s shall be reached by vertical fire access roads no less than 28 feet in width,*** ~~shall conform to requirements,~~ and shall be a minimum of 20 feet wide. ***All fire access routes shall be constructed and maintained*** ~~and~~ clear to the sky, with no benches, planters or fixed objects. The ~~pedestrian promenade and~~ Fire Dept. access road***s*** shall be ***dedicated for public pedestrian access and shall make up the greater part of the*** ~~used for~~ ***required pedestrian promenade.*** ~~dual functions provided that~~ ***T***he Fire Dept. ***access roads shall*** maintain~~e~~ unimpeded access to ***both pedestrians and emergency vehicles on*** ~~all pedestrian~~ ***no less than twenty feet of all*** promenades at all times.

9. Pedestrian Promenades. ***All projects located on shoreline parcels shall provide public pedestrian promenades adjacent to bulkheads no less than 20 foot wide that also provide benches, trash containers, shade structures and other pedestrian amenities along the seaward edge of the bulkhead. If these promenades are combined with a 20 foot wide fire access road, they may be constructed in one of two configurations, that allow for both unimpeded fire access and pedestrian amenities:***

   a) A 20 foot wide accessible fire road in addition to an eight foot wide landscaped strip, resulting in a total dedicated access area no less than 28 feet wide. The eight foot wide landscaped strip adjacent to the bulkhead shall be landscaped and provided with benches and shade structures. The eight foot wide landscaped strip shall be provided in addition to required fire access roads and shall be located, seaward of the fire access road, or

   b) A series of ten by ten foot-wide improved view points no less than 150 feet apart, also adjacent to the bulkhead and integrated with vertical access ways.

   In either configuration, turn radii shall be approved by the Fire Department.

10. ~~9.~~ **Sprinklers.** All new development shall be required to provide fire sprinklers consistent with the specifications of the Fire Dept. Remodeling or expansion projects involving 50 percent or more of the existing floor area of the

structure shall be subject to review by the Fire Dept. for sprinkler requirements.

11~~.10~~. **Multi-Story Buildings.** Where a new building exceeds three stories or 35 feet in height, the following standards shall apply:

~~a~~. The maximum height of a proposed multi-story building shall be subject for review of the Fire Department.

b. All multi-story buildings shall have an emergency evacuation plan and, on mole roads, a safe refuge area shall be designated for multi-story occupants on the dock area;

c. Emergency access (or clear zones) along the sides of all multi-story buildings shall be required to be a width of 28 feet. A lesser width may be granted where the Fire Dept. finds such width provides sufficient emergency access; a greater width may be mandated where the Fire Dept. finds such width to be necessary for the provision of adequate emergency access. This requirement may apply to ***the*** adjacent pedestrian promenades ***except for the viewing areas described in policy 9 above.*** Where a building is not more than ten (10) feet from the edge of a road, the roadway may serve as the required access area for that side of the building. Clear zones provided on the sides of a building may count toward any linear view-corridor requirements for buildings located between the first public road and the sea; and

d. Applicants for multi-story buildings shall submit documentation in the form of a Fire Safety Plan, verifying that Fire Dept. requirements relative to access, fire flow, sprinklers, and evacuation plans have been satisfied.

13. Diking and Dredging and Shoreline Structures.

Note: Area A has been segmented from the Marina del Rey LCP. Submitted policies 6, 7, 8 and 9 apply only to the Area A segment. These policies shall be deleted from the Marina del Rey segment.

e. Policies and Actions

Marina Area - Maintenance Requirements

1. Develop a program to monitor shoaling with periodic hydrographic sounding, surveying and inspections as necessary.

2. Continue to dredge as necessary within the Marina and in surrounding waters.

3. Promote feasible measures necessary to mitigate shoaling and sediment buildup.

4. Incorporate in dredging operations a program to replenish beaches with suitable (non-polluting) spoils materials. All materials must be seeped-out prior to placement of remaining dry sand on beaches.

5. Monitor conditions of bulkheads, and repair or replace damaged and decaying bulkheads throughout the Marina.

Note: Area A has been segmented from the Marina del Rey LCP. Submitted policies 6, 7, 8 and 9 apply only to the Area A segment. These policies shall be deleted from the Marina del Rey segment.

Add the following new policies.

6. ***The Los Angeles County Departments of Public Works and Beaches and Harbors will fully participate in the Marina del Rey task force established by the United States Army Corps Of Engineers. The purpose of the task force is to identify short and long-term options for disposal of material dredged from Marina del Rey channels. These options include upstream management of***

pollutants and sediments and selection of environmentally benign alternatives for disposal, treatment or re-use of dredged materials and other requirements of the Regional Water Quality Control Board regarding long term location and methods for dredge disposal.

7. ***As part of any grading or dredging project within the Marina del Rey Plan area, the County shall require a turbidity management plan. That plan shall provide for monitoring water quality impacts of any dredging, grading or other development adjacent to the water. To the extent that the project could impact the waters of the state, the plan should commit to the use of silt curtains and also provide for monitoring water quality impacts at the excavation site and the identification of turbidity levels that would trigger additional mitigation measures. The plan should identify these additional mitigation measures.***

14. Industrial Development and Energy Facilities.

e. Policies and Actions

1. Land Use decisions shall not interfere with the Gas Company's ability to continue operation of its gas storage facility. Land use decisions shall be protective of the Company's existing and future needs for gas storage facilities and operations.

2. ~~New~~ ~~d~~*D*evelopment in the Marina del Rey LCP area shall not interfere with access to gas or oil wells, to observation wells associated with gas storage, nor to other facilities associated with the gas storage field operation by service personnel and servicing equipment.

3. In areas where new development occurs, the developer shall provide landscaping (trees, shrubbery) to visually buffer existing or relocated gas or oil wells.

4. Regional Planning and the Gas Company shall jointly determine appropriate gas well setbacks from streets and new development for existing wells associated with the gas storage project. The Los Angeles County Code, Title 22 (Planning & Zoning), regulations regarding siting and operation of oil wells shall remain in force.

5. Prior to new development over old, unused or previously abandoned wells, the California Division of Oil and Gas shall be asked to determine that the wells have been abandoned in accordance with current standards. Development over wells shall not be allowed to take place until this determination has been made.

~~6. Coastal development permits shall not be required under this plan for development excluded by § 30610 of the Coastal Act as it relates to utilities.~~[i]

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15 November, 1995

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PART THREE

MARINA DEL REY SEGMENT LOCAL COASTAL PROGRAM AMENDMENT 1-94

IMPLEMENTING ORDINANCES, INCLUDING THE MARINA DEL REY SPECIFIC PLAN

APPROVED BY THE COMMISSION WITH SUGGESTED MODIFICATIONS ON MAY 10, 1995

Revised Findings

December 1995

Note: The Commission has segmented Area A (Development Zones 13, 14 and 15) from the Marina de Rey LCP Segment (Development Zones 1-12.) The policies and standards pertaining to Area A are not certified as part of the Marina del Rey segment and must be deleted. Action on the Area A segment will occur separately, after additional information is available.

Implementation Plan for Marina del Rey Specific Plan Ordinances as approved by the Commission on May 10, 1995, with Suggested Modifications[1]

CALIFORNIA COASTAL COMMISSION
PUBLIC HEARING EDITION

ORDINANCE NO. _____

An ordinance amending Title 22 (Planning and Zoning) of the Los Angeles County Code, relating to the Marina del Rey Specific Plan.

The Board of Supervisors of the County of Los Angeles ordains as follows:

SECTION 1. Amend Section 22.46.040 to read as follows:

22.46.040 List of specific plans. The following specific plans are added by reference, together with all maps and provisions pertaining thereto:

Specific Plan Number	Specific Plan Name	Ordinance of Adoption	Date of Adoption
1	Canyon Country	86-0223	12/23/86
2	Santa Catalina Island	89-0148	11/28/89
3	Marina del Rey	~~90-0158~~	~~11/6/90~~

SECTION 42. Amend Part 3, ~~Sections 22.46.1000 to 22.46.1800 inclusive~~ of Chapter 22.46, to read as follows:

PART 3 - CHAPTER 22.46

MARINA DEL REY SPECIFIC PLAN

22.46.500 Title for Citation. The provisions of this Part 3 of Chapter 22.46 shall be known as, and may be cited as the "Marina del Rey Specific Plan."

22.46.1000 Purpose. This Specific Plan constitutes the primary implementation mechanism for the Marina del Rey Land Use Plan as certified by the California Coastal Commission in December, 1986 and subsequently amended. ***As certified in 1995 t***~~T~~he ***amended*** Land Use Plan includes ***only the*** existing Marina del Rey ~~and Area A~~ (Map 1***a*** and Exhibit 1***b***).

The objectives of the Specific Plan are fourfold:

- First, the Plan documents various development, preservation and reconstruction strategies set forth in the certified Land Use Plan.

- Second, the Plan establishes development standards and guidelines which are the regulatory basis for future development, preservation and reconstruction efforts in Marina del Rey.

- Third, the Plan requires design concepts to guide reconstruction on individual parcels, to aid in the development of vacant land and to help preserve significant resources.

- Fourth, the Plan establishes the governmental review process for new development proposals in Marina del Rey and describes the long-term implementation efforts necessary to accommodate future development.

The Specific Plan may be summarized as follows:

- Community-wide Plan And Design Standards. These standards consist of area-wide design guidelines. Urban design, land use, circulation, parking, access and infrastructure are discussed.

- Use Restrictions And Development Standards By Land Use Category. These sections contain the uses allowed and the development standards for each land use category in the Specific Plan. The Use Restrictions And Development Standards are comparable in form and purpose to the section of a zoning ordinance which defines uses allowed in a zone, development standards, etc.

- Site Specific Development Guidelines. The guidelines detail the development potential, development considerations and required public improvements for each parcel, organized geographically by planning unit. On occasion, parcels are shown in more than one category or several uses may be permitted on a particular parcel.

- Coastal Improvement Fund. This section describes the basis and funding mechanism for the Coastal Improvement Fund.

- ***Transportation Improvement Program. This section establishes a mechanism for funding necessary transportation improvements and ensuring their timely completion.***

22.46.1010 Reserved.

22.46.1020 Relationship to the Los Angeles County General Plan. The Los Angeles County General Plan was adopted on November 25, 1980. It consists of those Countywide Chapters and Elements mandated by the California Government Code, as well as a series of Community wide plans which set forth more detailed growth and development policies for specific unincorporated communities.

The Countywide General Plan establishes, in a broad perspective, future land use, development and conservation policies for the Marina del Rey area. The Plan further calls for the completion of the Marina Local Coastal Program (LCP), consisting of both a

Land Use Plan and Implementation Program. The Marina LCP is integrated with the General Plan as a component of the Countywide Coastal Element.

The Marina del Rey Land Use Plan was approved by the Los Angeles County Board of Supervisors on September 13, 1984, and was subsequently certified by the California Coastal Commission on October 11, 1984. The Plan was recertified in December, 1986, after Areas B and C were annexed by the City of Los Angeles. It now serves as the community plan for the Marina del Rey area. This Plan constitutes a refinement of General Plan Policy and provides a basis for its implementation.

This Specific Plan is a key component of the Local Implementation Program for Marina del Rey. It is designed to implement the Marina del Rey Land Use Plan through the application of site-specific development standards and guidelines. The Specific Plan constitutes the most detailed interpretation of General Plan Policy.

22.46.1030 Relationship to the Los Angeles County Land Use Regulations. A. ~~This Specific Plan amends and becomes part of the Los Angeles County Zoning Ordinance.~~ Where provisions of ~~the~~ this Specific Plan are in conflict with other provisions of this Title 22 ~~the Zoning Ordinance~~, ~~the~~ this Specific Plan shall prevail. For matters on which ~~the~~ this Specific Plan is silent, ~~the Zoning Ordinance, as included in Appendix B,~~ other applicable provisions of Title 22 shall control.

B. Notwithstanding the provisions of Section 22.04.030 of this Title 22, amendments to the County Code that affect sections cited in this Specific Plan shall not apply to this Specific Plan until certified as amendments to the Marina del Rey Local Coastal Program (LCP) by the California Coastal Commission. Until such changes are certified, only the versions of the County Code ~~in effect at the time of the adoption of this Specific Plan~~ previously certified by the Commission shall apply.

~~B~~C. Regulation of development in Marina del Rey will be accomplished by zoning the entire Marina as Specific Plan (SP), shown on Map 1***a***. Development in the SP Zone will be guided by the ***certified*** Land Use ***Plan, as implemented by the Land Use*** categories and parcel-specific development standards ***and guidelines*** in the Marina del Rey Specific Plan. One ***zoning*** document, the Specific Plan, will be referred to for all ~~land use~~ ***zoning*** regulations and development standards for each parcel in Marina del Rey.

~~C~~D. ***Height and land use limitations found in the Specifications and Minimum Standards of Architectural Treatment and Construction (pages C-16 through 26~~, and C-28~~, appendix C of this specific plan) shall not apply to new development approved under this LCP.*** Amendments to the Specifications and Minimum Standards of Architectural Treatment and Construction shall not apply to this Specific Plan until certified as an amendment to the LCP. Until such changes are certified, only the version of the Specifications and Minimum Standards of Architectural Treatment and Construction (October, 1989) in effect at the time of adoption of this Specific Plan, ***other than the above-identified height and land use limitations*** ,shall apply.

22.46.1040 Urban Design Concept. The Urban Design Concept for Marina del Rey embodies a three-dimensional organization that will give the study area a strong, definitive physical image and identity. Key features of the Urban Design Concept include:

> ***A modified "bowl concept" consisting of a skyline of taller buildings around the outer and northern edges of the Marina penetrated by 100 foot wide view corridors, with lower buildings on the moles. The***

concept will enhance the image of the Marina and will ensure adequate sunlight and wind circulation over the water basin.

- A framework of "community identity elements" to provide a sense of place and establish the character of the area. Such identity elements serve to orient Marina visitors and provide a logical, coherent, unified network of movement, land use and activity.

- Design guidelines to coordinate the visual character of the Marina through the application of Marina-wide guidelines pertaining to - landscaping, hardscape and street furniture, signs, quality site design and architectural treatment.

View corridors to maintain and enhance public views of the Harbor are a priority of this Plan. Enhancing the ability of the public to experience and view the Marina waters shall be implemented by requiring view corridors in the design of all new or renovated development. This goal shall be achieved by placing conditions on permits for new development to enhance public viewing, to allow for greater public access, and to create view corridors to and along the water front.

22.46.1050 Community Identity Elements. The identity and image of an area is established by many elements, including buildings, landscaping, signs and in the case of the Marina, by its water-related activities. Except for its marine-oriented activities, the Marina does not have a strong image or identity. Some of the physical elements in the Marina area such as fences, gates and signs inadvertently discourage public use and access. The prospect of reconstruction on certain moles, however, brings the potential for establishing a more unified visual environment and identity in Marina del Rey. Key Community Identity Elements include:

- Marina Gateways and Entrances: These important entry points into the existing Marina from Lincoln Boulevard, Culver Boulevard and Washington Street are where most people get their first orientation to the area. A combination of landscaping, signs and lighting orient motorists, bicycle riders and pedestrians to the Marina and specific destinations within it.

- The Parkway Edge: This is a heavily landscaped strip around the edge of the Marina to the north jetty of the Main Channel which creates a strong identity for the Marina.

- The Loop Road: Most allowable new high-rise and mid-rise development will be along Admiralty Way and Via Marina. This loop road has its own landscaped character, with signs, lighting, the pedestrian promenade and bicycle trail.

- Mole Roads and Intersections: Mole roads and intersections have special identity features, including signs identifying visitor serving facilities or other attractions on each mole.

- Pedestrian Walkways and Bicycle Trails: The walkways and bicycle trails are a primary means for access to activities in the Marina. Design of these elements with safety and compatibility in mind is of utmost importance in facilitating public use and enjoyment of the Marina. All

walkways must be accessible to the physically impaired. Outdoor eating patios are encouraged along the bicycle and pedestrian trails.

- View Areas: A view area shall be defined as a point for observation of boats, docks, Marina waters and regional surroundings. Facilities may include benches and telescopes. Other park-like facilities are not standard in view areas.

View Corridors: A View Corridor is an area located between the water and the first public road open to the sky and allowing uninterrupted views of the harbor from the road to the waterside, at ground level. The corridor may be combined with fire roads and public accessways.

22.46.1060 Community-wide Design Guidelines. Community-wide Design Guidelines concern several areas. These areas include landscaping, signs, site design and architectural treatment. These guidelines are considered to be mandatory when the word "shall" is used and are permissive when the word "may" is used.

A. Landscaping. Landscaping shall include trees and shrubbery, with adequate ground cover to protect the soil. Landscaped borders used to shield obtrusive uses shall have a minimum width of eight feet and shall consist of vegetation of sufficient density to hide the use. Landscaping along site perimeters shall have a minimum width of eight feet and shall allow visual access into the lot, except where the landscaping is being used to screen an obtrusive use. ~~The~~ ***These standards shall be implemented in a manner consistent with all other provisions of the certified LCP*** ~~Director may allow modification of these standards~~ to encourage unique site design.

B. Lot Coverage. Lot coverage by buildings, ***shall be limited as*** ~~except where~~ otherwise restricted in the Specific Plan, ***and*** shall ***not exceed*** ~~be limited to~~ 90 percent of the net lot area; a minimum of 10 percent of the net lot area shall be landscaped. Layout, components and quantity of landscaping for development in the existing Marina shall be subject to approval by the Design Control Board.

C. Parking.

1. Parking standards ~~in Marina del Rey~~ shall be as set forth ~~in the Specifications and Minimum Standards of Architectural Treatment and Construction found in Appendix C of this Specific Plan. All references to the Specifications manual in this Specific Plan are to the edition of the Specifications and Minimum Standards of Architectural Treatment and Construction, dated October, 1989. Parking space angles, dimensions and other requirements not covered by the Specifications manual shall be as set forth~~ in Part 11, Chapter 22.52 and Appendix 3 ***of this Title 22*** ~~the Zoning Ordinance for Los Angeles County~~.

2. Applicants for office and commercial development are required to consult with the Department of Beaches and Harbors to determine how to locate and manage multi-use parking facilities. The Director must find that the multi-use facilities are consistent with the LCP, and that all uses will receive adequate parking. The intent of multi-use, otherwise known as dual or shared use, parking is to provide additional parking for shoreline access and recreational uses during peak visitation periods which coincide with non-peak office/commercial working hours. All calculations for shared parking demand shall provide spaces for public access parking. Procedures for multi-use parking, deviation from the aforementioned parking requirements, including provisions for off-site parking, or any other parking variance shall be as set forth in Part 7 of Chapter 22.56 ~~of the Zoning Ordinance~~ ***of this Title 22.***

3. Development on the land side of parcels on which the waterside has been identified for additional slips under the "funnel concept" shall be evaluated with respect to the parking needs of the future slips. Land side development shall not preclude provision of parking for the future slips called out in this Specific Plan. Projects which include the development of parking garages or increased lot coverage shall provide the spaces for the slips as part of the development project.

D. Signs. Signs shall be as detailed as possible without becoming unreadable. 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 Specifications and Minimum Standards of architectural Treatment and Construction certified in 1990 as*** ~~(~~Appendix C~~)~~.

Signs shall ***also*** be ~~further~~ regulated by ***the provisions of Part 10 of Chapter 22.52 of this Title 22*** and ***the Design Control Board's Revised Permanent Sign Controls and Regulations of September, 16, 1971, (Appendix C). In the event of conflict between The Design Control Board's requirements and Title 22, the most restrictive standard shall prevail.*** ~~by assigning standards in the Zoning Ordinance, Chapter 22.52, Part 10, to land use categories.~~ Each land use category ***set out in this Specific Plan*** shall be subject to the ***sign*** standards ***for a comparable zone designated in Section 22.12.010 of this Title 22. Comparable zones shall be*** ~~the zone~~ assigned ~~to it~~ according to the following chart, except that ***off-premise or*** outdoor advertising signs shall be prohibited:

LIP Land Use Category	Chapter ~~22.52, Part 10~~ ***22.12*** Zones Designation
Residential III.....	R-3
Residential IV.....	R-4
Residential V.....	R-4
Hotel.....	C-3
Visitor Serving/ Convenience Commercial...	C-3
Marine Commercial.....	C-M
Boat Storage.....	***C-M***
Office.....	C-3
Parking.....	P-R
Public Facilities.....	C-1
Open Space.....	O-S
Water..... ~~W~~	O-S

E. Site Design and Architectural Treatment. Site design and architectural treatment include such elements as structural height, bulk, spacing, facade design, materials and colors.

1. Site Design. Planes of the exterior building walls should vary in depth and/or direction to avoid bulk and monotony, and should relate closely to the pedestrian promenade. Building placement and design shall avoid long, continuous blocking of water views.

2. View Corridor Requirements. Parcels located between the water and the first public road shall provide a view corridor allowing uninterrupted views of the harbor from the road to the waterside, at ground level. The design, location and feasibility of view corridors shall be determined by the Director and shall be based on

the distance from the first public road to the bulkhead, the parcel's land use category, configuration and the intensity of development allowed by the Specific Plan.

a. Where a view corridor is physically feasible, the optimum width of such a view corridor shall be a minimum of 20 percent of the water frontage of the site.

b. Where the Director finds an alternate method for providing a view corridor, the Director may apply credit toward the view corridor percentage standards.

c. Where the Director finds that a view corridor cannot be physically located anywhere on the parcel to provide a view of the harbor from the road, the Director may waive the requirement.

3. View Corridor Standards. View corridors shall be maintained so as to provide an unobstructed view of the bulkhead edge, masts and horizon for pedestrians and passing motorists. Unobstructed views are defined as views with no inhibition of visual access to the water. Parking lots may be depressed below grade such that views are possible over parked vehicles; the Director shall determine whether a parking lot designed as such warrants credit toward the view corridor requirement. A depression of two feet below grade shall be the minimum considered for view corridor credit through a parking lot. Additionally, landscaping, shall be placed and maintained so as not to obstruct water views. Where the Director finds that such combination is appropriate, view corridors shall be combined with vertical accessways.

4. Architectural Treatment. Among other important objectives, good site design is essential in maintaining compatibility among adjacent land uses and preserving important public amenities such as view corridors and scenic vistas. Balconies, terraces and patios are encouraged. Outdoor dining facilities ***which do not interfere with public accessways*** are also encouraged to take advantage of water views and scenic vistas throughout the Marina del Rey in those areas where restaurants are allowed by this Specific Plan. Such facilities shall comply with the public view ***and public access*** provisions of this Specific Plan and the provisions of Subsection G of Section 22.28.070. ***Specific design review within the existing Marina is the responsibility of the Design Control Board of the Department of Beaches and Harbors. Its objectives are set forth in the Design Control Board's Statement of Aims and Policies, dated February 17, 1987 found in Appendix C of the certified LIP.***

5. Building Height Standards. Unique site design with respect to height and setbacks is encouraged on all parcels in Marina del Rey. ~~Heights shall be measured in accordance with the provisions covering height and grade in the Specifications and Minimum Standards of Architectural Treatment and Construction (Appendix C).~~ Heights shall be limited according to the following standards: the development standards of each land use category and the site-specific development guidelines. Where the land use category height standards ***found in sections 22.46.1200 through 1690*** differ from the site-specific standards ***found in sections 22.46.1790***, such site-specific standards ***noted in the applicable portion of sections 22.46.1200 through 1690*** shall control. ***Maximum heights may be reduced during the coastal development permit process to preserve public recreation, solar access to the beaches, parks and boat basins and wind for sailing or otherwise as required in all other policies of the certified Land Use plan and this Specific Plan.*** In certain categories, the maximum height permitted is dependent on the size of the view corridor provided. Building heights in the Marina shall be restricted according to the following six categories:

a) Category 1: one story, Twenty-five (25) foot maximum.

b a) Category ***2*** ~~1~~: Forty-five (45) foot maximum.

c ~~b~~) Category ***3*** ~~2~~: Forty-five (45) foot maximum when a 20% view corridor is provided ranging to a seventy-five (75) foot maximum when a 40% view corridor is provided. Height above 45 feet shall be permitted at the ratio of 1.5 feet in height for every 1% view corridor exceeding the 20%.

d ~~c~~) Category ***4*** ~~3~~: One-hundred forty (140) foot maximum.

e ~~d~~) ***Category 5.***. One hundred forty (140) foot maximum when a 20% view corridor is provided ranging to a two hundred twenty-five (225) foot maximum when a 40% view corridor is provided. Height above 140 feet shall be permitted at the ratio of 4.25 feet in height for every 1% view corridor exceeding the 20% standard.

f ~~e~~) Category ~~5~~: ***6:*** Two hundred twenty-five foot maximum.

g ~~f~~) Category ~~6~~: ***7:*** Other site-specific maximums.

6. ~~Presently,~~ Community-wide design guidelines are established and administered by the Design Control Board of the department of beaches and harbors. The Design Control Board shall continue to review architectural designs and site plans for development projects in the existing Marina. ~~Specific design guidelines for development within the existing Marina are set forth in the document entitled Minimum Standards of Architectural Treatment and Construction. The Standards are elaborated upon in the Board's Statement of Aims and Policies, dated March 20, 1989 (Appendix C).~~

F. Fire Safety Standards. The following standards shall apply to all new development and renovation or expansion of existing development, where applicable.

1. Sprinklers. All new development shall be required to provide fire sprinklers consistent with the specifications of the Fire Department. Further, remodeling or expansion projects involving 50 percent or more of the existing floor area of said project shall be subject to review by the Fire Department for sprinkler requirements.

2. Multi-story Buildings. Where a new building exceeds three stories or 35 feet in height, the following site design standards shall apply:

a. Emergency access (or clear zones) on the lateral sides of all multi-story buildings shall be required to be a width of 28 feet, subject to Fire Department determination. A lesser width may be approved where the Fire Department finds such width provides sufficient emergency access; a greater width may be approved where the Fire Department finds such width to be necessary for the provision of adequate emergency access. This ***emergency access*** requirement may ***concurrently*** apply to ***twenty foot wide*** ~~adjacent~~ pedestrian promenades ***consistent with subsection (b), below.*** Where a building is not more than ten (10) feet from the edge of a road, the roadway may serve as the required access area for that side of the building. Clear zones provided on the sides of buildings may count toward any linear view corridor requirements for buildings located between the first public road and the sea; and

b. ***The pedestrian promenade and fire department access road may be used for dual functions provided that the fire department maintains unimpeded access on no less than twenty feet of all pedestrian promenades at all times.*** ~~Pedestrian promenades on mole roads shall~~ ***These promenades shall be no less than 28 feet wide to allow benches, trash containers, shade structures and other pedestrian amenities on the seaward most 8 (eight) feet of the promenade. The remainder of the promenade shall*** conform to fire access road requirements and shall be a minimum of 20 feet wide clear to the sky, with no benches, planters or fixed objects. ***As an alternate configuration, the Director, in conjunction with the Fire Dept., may approve a twenty foot wide clear pedestrian/fire access road with a series of ten foot-wide improved view points no less than 150 feet apart. These view points shall be located adjacent to the bulkhead line. In either configuration, turn radii shall be approved by the Fire Department.***

G. Residential Mitigation Requirements.

1) New residential development shall provide compensatory recreational facilities to offset local residential uses of existing Marina park and recreational facilities. Where feasible, such facilities, as identified in 3) below, shall be provided on-site as a means of meeting this requirement. Alternatively, where an applicant demonstrates that it is not feasible to locate all, or only a position of recreational facilities on-site, than the applicant shall contribute, on a fair and equitable basis, to a Coastal Improvement Fund. Senior congregate care housing is exempt from this requirement.

2) Residential Mitigation Standard. The public park land area requirement shall be based upon providing three acres of public park land for every 1,000 new residents, or portion thereof. Alternatively, a mitigation fee may satisfy the requirement. The fee shall be based upon the estimated cost of improving an equivalent amount of public park land on a public parcel within the Marina. An applicant may choose to met the requirement by providing a combination of land area and fee.

3) Mitigation Credits. On-site land area credits toward this requirement shall be given for the following facilities: clearly defined and exclusively reserved internal land area devoted to private recreation of the residents, public park land, that portion of the pedestrian promenade or view corridor not designated as a fire access road, and viewing parks at the end of mole roads, or adjacent to the main channel.

~~The pedestrian promenade and fire department access road may be used for dual functions provided that the fire department maintains unimpeded access to all pedestrian promenades at all times.~~

22.46.1070 Variance Procedures. Variances from the development standards contained in this Specific Plan may be applied for pursuant to the provisions of Part 2 of Chapter 22.56. In addition to the burden of proof contained in Section 22.56.290 of said Part 2, the applicant shall also prove:

A. That the variance is consistent with the Local Coastal Program ~~and~~ ***including*** ~~the intent of~~ the land use category of the Specific Plan ***and the Public Access and recreation policies of the Coastal Act***; and

B. That there would be no adverse impact on the environment.

22.46.1080 Land Use Plan. The type, intensity and distribution of existing and future land uses within Marina del Rey are shown on the Specific Plan Land Use Map (Exhibit 2). The land use categories delineated include:

- Residential III: Medium density, up to 35 dwelling units per net acre.
- Residential IV: Medium-high density, up to 45 dwelling units per net acre.
- Residential V: High density, up to 75 dwelling units per net acre.
- Hotel: Hotels ~~and~~ motels ***and youth hostels*** to provide overnight accommodations and attendant services for visitors to the Marina and nearby beaches.
- Visitor Serving/Convenience Commercial: Dining facilities, retail and personal services for visitors to the Marina and nearby beaches, as well as residents and employees of Marina Del Rey.
- Offices: General offices, professional offices and financial institutions.
- Marine Commercial: Coastal-related or coastal-dependent uses associated with operation, sales, storage and repair of boats and marine support facilities including wet slips, boating schools, dry storage and launch facilities, boat repair yards, yacht brokerages and marine associated retail and office uses.
- ***Boat Storage: Storage of boats in wet slips, dry storage, boat repair, ancillary retail uses.***
- Parking: Parking lots and structures open to the public, in most cases multi-use and fee-charging. Multi-use includes commercial and office parking lots made available during non-business hours, ***and also landscaped park areas improved to be also usable for parking during those weekends when parking demand for the Marina is at its peak.***
- Public Facilities: Public infrastructural land uses other than roads including libraries, harbor administration, public utilities, police and fire facilities.
- Open Space: Recreational uses including open viewing areas, promenades, bikeways, beaches, parks and water bodies for recreational use.
- Water: A category for recreational use, docking and fueling of boats, flood control and light marine commercial.
- Mixed Use Overlay Zone: An overlay category applied to selected parcels in addition to the site's primary land use category. Permits the combination of above land use categories on a parcel and mixing of uses within a structure.
- Waterfront Overlay Zone: An overlay category applied to most waterfront parcels in addition to the site's primary land use category. Encourages coastal-oriented and coastal-dependent uses on the waterfront, permits

the combination of Hotel, Visitor-Serving Commercial, ***youth hostels***, Marine Commercial and the site's primary land use, as well as mixing of uses within a structure.

22.46.1090 Land Use Monitoring and Phasing. A. The monitoring program implements the development limitations and phasing policies as established by the certified Marina del Rey Land Use Plan. Cumulative development and peak hour trips will be monitored and totaled for each development zone as projects are approved.

B. Development in the existing Marina is classified as Phase II[1] (see Table 1). All new development in the existing Marina will be subject to the buildout limitations of each development zone, phasing restrictions, land use category and the site-specific standards of this Specific Plan.

C. Development Limitations and Phasing. Specific monitoring criteria for development phasing are described as follows:

~~(1)~~1. Development Monitoring. Additional development is limited to the buildout identified in Table 1 for each development zone. ***Development shall not be approved that will exceed the capacity of the regional, local or Development Zone street system. The total potential for additional units and amount of commercial and residential development allocated under this Local Coastal Program will generate a traffic impact within the Marina del Rey that can be mitigated within the Marina by the improvements listed in*** ~~The peak hour trips generated by this development will be mitigated by~~ the traffic improvements plan which is part of this Local Implementation Program. Monitoring will be based on the type and density of development.

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[11] Phase I constitutes the existing level of development. Phase II represents the redevelopment of the Marina at greater densities, the numbers noted represent the additional residential units and other new development within each development zone. Area A (development zones 13, 14 and 15) has been segmented from the Marina del Rey LCP segment. Development zones 13, 14, and 15 address Area A and shall be deleted from the Marina del Rey segment.

Table 1

PHASE II DEVELOPMENT POTENTIAL ALLOCATED BY DEVELOPMENT ZONE

1) Bora Bora Development Zone:
610 Dwelling Units

2) Tahiti Development Zone:
275 Dwelling Units
~~75~~ ***288*** Hotel Rooms

76 Boat Slips

3) Marquesas Development Zone:
320 Dwelling Units
15 KSF Visitor-serving commercial

4) Panay Development Zone:
250 Dwelling Units
75 Congregate Care Units
~~48 Hotel Rooms~~
10 KSF Visitor-serving Commercial
76 Boat Slips

5) Palawan/Beach Development Zone:
180 Dwelling Units
200 Hotel Rooms
42 KSF Visitor-serving Commercial
410 Restaurant Seats

6) Oxford Development Zone
~~165 Dwelling Units~~

7) Admiralty Development Zone
200 Hotel Rooms
275 Restaurant Seats
32 KSF Office
1.5 KSF Library Expansion

8) Bali Development Zone:
382 Hotel Rooms
40 KSF Conference Center
75 KSF Visitor-serving Commercial
3 KSF Marine Science Center
500 Restaurant Seats
Ferry Terminal Site
86 Boat Slips

9) Mindanao Development Zone:
14.5 KSF Visitor-serving Commercial
26 KSF Office
35 Boat Slips

10) Fisherman's Village Development Zone
20 KSF Visitor-serving Commercial
350 Restaurant Seats
Ferry Terminal Site

11) Harbor Gateway Development Zone
255 Dwelling Units
34 Boat Slips

12) Via Marina Development Zone
530 Dwelling Units
30 KSF Visitor-serving Commercial
340 Restaurant Seats

13) North Shore Development Zone
Open space, road frontage buffer

15) Fiji Way Development Zone
2 KSF Visitor-serving Commercial
Public Utility Substation.

Notes: Non-coastal development may be converted to Hotel, Visitor-Serving Commercial or Marine Commercial uses consistent with the conversion provisions of 22.46.1090 (C)(5).

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Except for Parcel 9 of Development Zone 2 (Tahiti Development Zone) In zones 1-12 all development will involve redevelopment of existing developed lots. A parcel may apply for development contained within the development zone where the parcel resides; the development applied for must be consistent with the land use category, overlay zone (if any) and site specific standards of the parcel. Development will be

monitored by zone such that after a ***redevelopment*** project receives approval, the ***additional*** development granted as part of the approval ***over and above the level of existing development on the site,*** shall be deducted from the development available in the parcel's zone. The balance will be the development available for future ***redevelopment*** projects in the zone. A zero development balance in a zone indicates that additional ***redevelopment*** ~~development~~ has been exhausted in that zone; future development in the zone at that time is limited to recycling of uses with no expansions or increased trip generation.

(2). Residential Development. As residential development occurs, the total number of dwelling units shall be monitored and the net increase in any development zone shall not exceed the number of residential units allocated to that zone, less the number of units converted to a visitor-serving or coastal-oriented use, if any. Residential densities on mixed use parcels, where the floor area of the non-residential use exceeds 10 percent of the total floor area, shall be figured using only the residential buildable area, not the buildable area for the entire parcel. The buildable area for the entire parcel may be used in residential density calculations where the floor area of the non-residential use is 10 percent or less of the total floor area. The residential buildable area shall be determined by taking the parcel's buildable area, less the area devoted to all other land uses. ***Existing Boat storage, public access, public parking and boating support uses in residentially zoned areas in the WOZ zone shall be preserved. With the exception of facilities located on parcels 1, 54, 55 and 56, as part of the application, these uses may be relocated on the same parcel or to another parcel within the development zone, as long as the size, efficiency and capacity of the facility remains the same and such relocations occur prior to the commencement of any dislocating development. The trips generated by such a relocated use shall not be considered as additional development when calculating allowable new trips in the WOZ zone.***

Subject to these limitations, Residential projects in the Waterfront Overlay Zone may use land area devoted to visitor-serving, marine commercial and other coastal-oriented uses in calculating the residential buildable area. In mixed use developments involving several uses on different floors in a building, the residential area shall be determined on an overall percentage basis. ~~The Director may also determine a specific method for determining density on an individual basis to allow for flexibility of design; the Director may allow the transfer of~~ ***D***density ***may be transferred*** from one parcel to another as long as the parcels are adjacent, in the same development zone, under the same ownership, designated with the same land use category and consistent with the buildout allocations of each applicable development zone.

(3). Improvement Phasing. ~~a.~~ In recognition of the need for expanded transportation facilities generated by cumulative development in Marina del Rey, approval of development projects in existing Marina del Rey will be contingent upon ***the full mitigation of all significant daily and peak hour adverse traffic impacts generated and*** financing and phasing agreements as specified in the Improvement Financing Section of the Transportation Improvement Program (TIP) contained in Appendix G. Said agreements will be dependent upon the number of additional P.M. peak hour trips generated by the project and the established cost per trip.

(4) Applicants for all development shall demonstrate that there will be sufficient traffic capacity in both the Marina del Rey internal system and the subregional highway system serving the Marina to accommodate the traffic generated by the planned development. If the applicant cannot demonstrate that there is adequate traffic capacity to accommodate the traffic generated by the proposed additional development, the application shall be denied, as set forth below:

a) If the developer has demonstrated that there will be available traffic capacity within the internal Marina del Rey system the developer may move forward with the project, but all significant adverse traffic impacts of development on both internal Marina del Rey routes shall be mitigated by (1) payment of a proportional fair share of necessary internal traffic improvements before an coastal development permit for the development is issued, and (2) construction of all necessary internal Marina del Rey improvements prior to occupancy of any approved structures.

b) As part of the application for development, applicants shall also provide evidence of the cumulative impacts of any proposed project on major state highways and routes leading to the coast in the Marina Area, and provide information regarding the capacity of such routes, and the cumulative total of new trips generated within the Marina that routinely use these Marina approach roads. Where any significant adverse cumulative traffic impacts on subregional traffic routes will occur, the applicant shall (1) pay a proportional fair share of necessary subregional traffic improvements, and (2) provide information concerning the timing and capacity of planned traffic improvements which will accommodate local growth including that attributed to the development. However, if the trips generated by the development along with other previously approved development will exceed 50% of the total anticipated additional external trips to be generated by new or intensified Marina del Rey development, additional development that generates external trips cannot occur until a traffic improvement on the approach roads that will mitigate those trips has been approved by the appropriate agencies and funded.

(5) Recycling of Parcels. Parcels in the existing Marina may recycle existing uses, where allowed by the Specific Plan, as long as there is no net increase in vehicle trips generated by the parcel. For purposes of this section, recycling is defined as the renovation, demolition or removal of existing structures and the subsequent reconstruction, construction or replacement of new structures consistent with the other requirements of this section. Recycling of parcels ***which does not involve a net increase in vehicle trips*** is ***development, but is*** not dependent on the phasing program described in Subsection (4) above. No change of use or Phase II development will be allowed under this scheme.

(6) Conversion.

Aa. Waterfront Overlay Zone. Existing and allocated residential and office development in Development Zones with the Waterfront Overlay may be converted to visitor-serving, ***hotel, open space*** marine commercial or other coastal-oriented development. ***Boat storage, public access, public parking and boating support uses, including boater parking, shall be preserved, but as part of an application for residential and office use or to convert residentially designated land to hotel or restaurant uses, these boating support uses may be relocated on the same parcel or to another parcel within the Marina, as long as the size, ability to carry out the purpose of the facility, water access and capacity of the facility remains the same. Subject to these limitations,*** e~~E~~xisting and allocated visitor-serving, marine commercial and coastal-oriented development may also be converted to other visitor-serving, or to marine commercial and coastal dependent uses. Conversion of development shall be consistent with subsection ~~(C)~~c., below.

b. Mixed Use Overlay Zone. Existing and allocated residential and office development in Development Zones with the Mixed Use Overlay may be converted to visitor-serving, ***hotel,*** marine commercial or other coastal-oriented

development. Conversion of allocated uses shall be limited to 10 percent of the residential units or office square footage allocated in the zone where the conversion occurs. ***Boat storage, public access, public parking and boating support uses shall be preserved, but as part of an application for residential and office use or to convert residentially designated land to hotel or restaurant uses, these boating support uses may be relocated on the same parcel or to another parcel within the Marina, as long as the size, ability to carry out the use and capacity of the facility remains the same. Subject to these limitations,*** ~~e~~Existing visitor-serving, marine commercial and coastal-oriented development may also be converted to other visitor-serving, marine commercial and coastal uses. Conversion of development shall be consistent with subsection ~~(C)~~***c.,*** below.

~~C~~***c***. The conversion units shall be p.m. peak hour trip generation such that the number of p.m. peak hour trips generated by the added development of the recipient use does not exceed the p.m. peak hour trip generation of the donor use. Conversion of allocated development shall be monitored such that the ***additional*** development converted is deducted from the zone balance for the donor use and added to the zone balance for the recipient use. Conversion of existing development shall be similarly monitored to ensure no increase in trip generation occurs as a result of the conversion. Conversion is limited to development within a respective Development Zone; conversion shall not be construed to allow transfer of development between Development Zones.

d. The Design Control Board shall review the site plans of converted or mixed uses to assure that the design will enhance compatibility of the uses with each other and with adjoining uses. The Board shall consider massing, public access and views, pedestrian and automobile traffic patterns, convenience of loading and trash hauling and the separation of public and residential routes and entrances of the building as they relate to the projects consistency with the LCP. The Design Control Board shall consider and adopt a written report and/or provide marked plans to illustrate its conclusions relating to the project's consistency with its Guidelines and the LCP. Design changes necessary to assure compliance with the access, visual quality, recreation and other policies of this LCP shall be incorporated into the coastal development permit as conditions of development.

22.46.1100 Circulation System. The circulation system is the single most important infrastructure component in the Specific Plan Area. It is comprised of the following:

- Region-serving transportation facilities
- Local roadway system (Exhibit 3)
- Local and regional bikeway network
- Pedestrian promenades and walkways
- Local and regional public transit services

Important components of the circulation system are the Transportation Systems Management (TSM) and Transportation Demand Management (TDM) programs which maximize system operating efficiency and thereby enhance access to and travel within the Marina area. Transportation Systems Management and TDM are discussed in detail in the Transportation Improvement Program, found in Appendix G.

Table 2 ***Reserved***

Area A Phasing[2]

Area A has been segmented from the Marina del Rey LCP segment and all language regarding Area A shall be deleted from the Marina del Rey segment

A. Roadway System. Special roadway sections are anticipated~~, particularly on Lincoln Boulevard. These special sections are designed~~ to accommodate bikeways, non-vehicular circulation components and landscaped areas. ~~(part of the community-wide design guidelines).~~

~~B~~A. Pedestrian and Bicycle System. The pedestrian and bicycle system is an important component of the overall circulation system. The pedestrian promenade and bicycle path enhance shoreline access and implement a number of policies in the land use plan. The pedestrian promenade is illustrated in Map 2 (existing shoreline access).

Pedestrian system physical features include:

- Identification striping, markers and signs.
- Lighting.
- Smooth, continuous paving (handicap accessible).
- Directories, benches and drinking fountains.

Bicycle system features include:

- Connections to the South Bay Regional Bikeway.
- Access around the entire Marina area, to all land uses, including visitor serving facilities and beaches.
- Identification striping, markers and signs.
- Smooth, continuous paving.
- Directories, bike racks, benches, drinking fountains, storage lockers at all land uses.
- Connections to other travel modes (bus stops, park and ride, transit stations, bus transportability).

The bicycle system should maximize access without compromising safety. Separate right-of-way, minimizing driveways that interfere with the route and compatible intersection design are all necessary for ensuring a safe bicycle system.

~~C~~ ***B***. Proposed Circulation Improvements. The circulation system improvements contemplated in this LCP are divided into categories, dependent upon funding status, priority, and phasing; the improvement categories are detailed in the TIP. Improvement of Admiralty Way to include three lanes in the Northbound/Westbound direction and two lanes in the opposing direction (to result in five lanes total) constitutes ***a*** ~~the~~ major circulation system improvement identified in the TIP. Additionally, improvements to other Marina intersections and the implementation of Automated Traffic Surveillance and Control (ATSAC) or related advanced signal synchronization technology will occur. These improvements ***are expected to*** ~~will~~ provide sufficient capacity ***within the Marina del Rey*** to accommodate future development as envisioned by the Specific Plan.

The Transportation Improvement Program discusses the transportation system improvements in great detail; it also includes language requiring agreements with the

County for funding and construction of roadway improvements prior to approval of new development.

Implementation of a shuttle bus system and water taxi service would enhance public access to the Marina area ***and reduce impacts of residential commercial and hotel development on access facilities, including impacts on both Marina facilities and nearby beaches attributable the growing Marina/Playa Vista population.*** The Marina del Rey Traffic Study (1991) suggested that a shuttle system would be most efficient and cost-effective if implemented in conjunction with a light rail transit system. A shuttle system is not required for traffic mitigation but ~~may~~ ***can*** be established in conjunction with developments in and around the Marina. ***As a condition of recycling or development of new residential, hotel or commercial development accommodating more than 75 cars, a shuttle stops shall be incorporated into project designs. As part of any coastal development permit, lessees shall agree to pay their fair and reasonable share of implementing the shuttle system at such time a system is established in adjoining County areas, as long as such share is reasonably related to the impacts of their proposed development upon the nearby beach parking and recreational traffic system.*** Additionally, potential exists for construction of water taxi stops and ferry terminal sites at various sites on the Marina waterfront.

Los Angeles County spearheaded creation of a Venice/Marina/Playa Vista Transportation Committee to study and recommend additional circulation system improvements necessary to mitigate cumulative development in the sub-region. The work of this committee is ongoing and may not see completion for a few years. The County reserves the right to require mitigation measures recommended by the committee as conditions of development. Potential cumulative improvements are also identified as Category 3 in the Transportation Improvement Program. ***No development shall be contingent on improvements that must occur outside the County jurisdiction until such improvements have been adopted, cost estimates prepared, the routes chosen and mitigation agreed upon by all the agencies which have jurisdiction over the route. Any*** ~~The~~ required mitigation ***of cumulative impacts may*** ~~will likely~~ constitute contribution of a fair percentage share toward the total cost of completing the mitigation measure(s), ***based on the applicant's share of traffic increases in the subregional system***. The County's ability to require such mitigation as a condition of development is contingent upon demonstration of a nexus between the proposed development's impact and the mitigation measure required, and that the required mitigation compensates for the impact warranting such mitigation.

22.46.1110 Review of ~~New~~ Development. ***All development in the Marina del Rey shall require a Coastal Development Permit processed in accordance with Title 22 chapter 22.56 part 17. Development shall be approved if a finding is made that the development conforms to the certified LCP, and for projects between the first public road and the sea, also conforms to the access and recreation policies of the California Coastal Act.***

A. ~~New d~~ ***D***evelopment in Marina del Rey shall be assessed during the ***coastal*** development review process to identify the development's impacts and needs associated with the public's right to recreational access to and along the waterfront. The conditions imposed by the ~~local agency~~ ***County*** upon such developments shall reasonably relate to the impacts and needs of the affected development and related development. The conditions shall be those which are necessary to alleviate ~~the~~ ***all significant adverse direct and cumulative*** impacts ***including those*** ~~and needs~~ identified in the development assessment process. ~~Therefore,~~ ***T***~~t~~he provisions in the Specific Plan relating to compulsory dedication of shoreline access shall be implemented ~~only~~ on a case by case basis, ~~where~~ ***and*** appropriate findings supported

by substantial evidence ~~may~~ ***shall*** be adopted by the local agency to support such conditions. The conditions shall substantially advance a legitimate State interest, without denying a***n*** ~~lessee or~~ owner ***all*** economically viable use of the land.

B. In Marina del Rey, all land is owned by the County of Los Angeles and all leaseholders hold leases subject to an obligation to provide for active public use, and maximum public enjoyment of the public recreational land. Private rights have been granted by contracts, which in some cases limit public use of the parcels. Existing public accessways are identified in Map 2 of this Specific Plan and it is the policy of the County that all development preserve existing access to the Marina, to its bulkhead walkways and to its waters. Where development will increase the numbers of residents or guests on the parcel, this Specific Plan identifies additional bulkhead access ~~and identifies that~~ a public access corridor ~~or~~ ***and*** other public accommodations ~~in~~ that ~~location~~ would benefit the public.~~,~~ ~~s~~Said additional access, including vertical access, shall be guaranteed by the leaseholder of that parcel ~~pursuant to~~ ***consistent with*** Subsection A above.

C. Lease extension. In the County-owned Marina del Rey, when lease extensions and/or changes in lease provisions are granted, the leases shall incorporate and be consistent with all requirements of this Specific plan, including, but not limited to public access, view corridors, parking, impact fees, maintenance of view corridors and parks, protection of existing uses and design review.

22.46.1120 Access Findings. A. In order to make the appropriate findings to impose vertical or lateral access requirements, the County shall:

1. Base all findings on factual evidence obtained at the public hearing, submitted by the applicant or interested parties, or discovered during the staff's investigation.

2. Evaluate the ***individual and cumulative*** impact***s*** of the proposed development on ***public*** access ***and recreation opportunities***.

3. Identify the access-related problems associated with the development.

4. Cite the specific Coastal Act provisions that are impacted by the development.

5. Explain how the proposed conditions would solve the access problem created by the development ***and are related in the nature and extent to the impacts of the development on the public's right to access the Marina***.

~~B. The following are examples of situations that could result in the imposition of conditions requiring vertical and/or lateral access:~~

~~1. Development of a new public facility which would generate additional visitors to an area where access to the shoreline does not presently exist.~~

~~2. Expansion or additional development at a private or semi-public facility would restrict public access by intensifying the private or semi-public use of the shoreline.~~

~~3. Construction of structures or other improvements in an area that would restrict public access to the shoreline.~~

22.46.1130 Access Conditions. Where development is allowed by the Specific Plan, and access is required by the Site-Specific Development Guidelines for the parcel or is found to be necessary to provide access to and along the water, a condition requiring said access will be imposed with a coastal development permit if appropriate findings ~~regarding~~ ***supporting the nature and extent of such*** access ***conditions*** have been made. Other open space or public access improvements required to ensure compliance with this Specific Plan shall also be made conditions of the project.

22.46.1140 Methods of Securing Access. The condition requiring lateral or vertical access shall specify that such access be secured by either of the following:

A. The landowner shall execute and record a document, in a form and content acceptable to the Executive Director of the California Coastal Commission, irrevocably offering to dedicate to a public agency or private association approved by the Executive Director an easement for lateral public access and passive recreation along the shoreline or for vertical access to the shoreline. The document shall provide that the offer of dedication shall not be used or construed to allow anyone, prior to acceptance of the offer, to interfere with any rights of public access acquired through use which may exist on the property. Such document shall state the precise location and width of the easement. The document shall be recorded free of prior liens which the Executive Director determines may affect the interest being conveyed, and free of any other encumbrances which may affect said interest. The offer shall run with the land in favor of the people of the State of California, binding successors and assignees of the landowner, and shall be irrevocable for a period of 21 years, such period running from the date of recording.

B. ~~Changes in~~ Lease Provisions. ~~When a change in~~ *L*ease provisions ~~is required by the Department of Beaches and Harbors as a precondition to an application for development, the changed lease provisions~~ shall explicitly require provisions for access for the general public including promenades, view and open space areas, and access corridors consistent with the requirements of ***Chapter 3 of the Coastal Act and*** the ***certified local coastal program.*** ~~Specific Plan.~~

C. When no changed lease provision is required, an alternate method approved by the Planning Director, County Counsel and the California Coastal Commission which would provide a similar guarantee of public access as afforded by the irrevocable offer described in Subsection A above. Such method may be a binding agreement with the underlying leaseholder or property owner and shall be effective for the life of the use for which the access is required. In no event shall any party withhold their approval to feasible alternate methods.

22.46.1150 Shoreline Accessways. The following provisions pertain to shoreline accessways which are dedicated or otherwise guaranteed in conformance with the requirements of this specific plan and for which a public agency or private association, approved by the Executive Director, has accepted the responsibility for construction, maintenance and liability of said accessways:

A. Vertical access easements shall be ***combined with the Fire Department required vertical access and shall be*** at least ***28 (twenty-eight)*** 10 feet in width and shall run from the shoreline to the nearest roadway available for public use. Lateral access easements shall extend as required for the individual parcel in this Specific Plan. No development shall reduce existing access, formal or informal.

B. Leaseholds developed with access easements shall provide, ~~where feasible,~~ for public recreation, public open space and improved public seating and viewing areas

consistent with the requirements of Chapter 3 of the Coastal Act and the certified local coastal program.

C. Access easements shall be posted with identification signs located at the junction of the vertical easement with the shoreline and the connecting roadway and along the inland extent of lateral easements.

22.46.1160 Access Restrictions. A. Public access may be restricted in certain locations around the Marina, such as in front of the Sheriff's station and near launch hoists, in the interest of ~~public~~ ***pedestrian*** safety. Necessary restrictions and management may consist of, but are not limited to, the following:

- Construction of fences, guard rails or other barriers to prevent the public from entering areas where hazardous activity is occurring.
- Limiting public access to certain hours of the day or days of the week when hazardous activities are not in operation.
- Posting of warning signs which notify the public of potential safety hazards.
- Relocation of the public access to ensure ***pedestrian*** safety.

B. Any restrictions deemed necessary by the authority supervising a site determined to be hazardous shall be reviewed for incorporation into the conditions of a coastal development permit for new development in these areas.

C. Where ~~the Director finds that~~ access standards of a different width or location are necessary to ***avoid demolition of existing structures, to set accessways back from existing development, or to avoid hoists and staging areas,*** ~~meet the site-specific limitations of a parcel~~, the ***applicant may provide accessways of a different width or location that are*** ~~Director may modify the access standards to implement a requirement which is~~ sensitive to the development **if such access** ~~and~~ provides ***continuous connection to other bulkhead accessways, as well as*** maximum public benefit. In no event shall access provided be less than ten feet in width.

22.46.1170 Infrastructure. Beyond the circulation system, other major infrastructure systems serving the Specific Plan Area include sewer, water, storm drains and utilities.

A. Sewer. The County of Los Angeles maintains a contractual agreement with the City of Los Angeles to provide sewer services for the Marina area. The purchase of flow rights includes the use of the sewers and pumping system as well as treatment at the Hyperion Plant near Imperial Highway. Maintenance of the sanitary sewers within the Marina is the responsibility of the Department of Public Works, Waterworks and Sewer Maintenance Division. There is currently sufficient sewage capacity to handle only a portion of the development permitted by this Specific Plan.

Appropriate phasing of new development may be necessary because of capacity limitations at the Hyperion Plant. Proof of adequate sewer and waste treatment capacity for new development will be required per the provisions of ~~in~~ Subsection A.12. of Section 22.46.1180.

B. Water. The Marina purchases its water from the Los Angeles County Waterworks District No. 29. Current water supplies may be adequate for existing and proposed developments in the existing Marina. ***As part of the application for***

development, the applicant shall provide evidence of compliance with all requirements of the Department of Public works, including payment of all required fees and participation in all districts required at the time of the application is filed. The required improvements will be determined when applications for development or subdivision are submitted to the Department of Regional Planning and reviewed by the Department of Public Works and the Fire Department. ***The application for the coastal development permit shall include a method of funding and schedule of construction of any facilities required by the Department of Public Works and/or the Fire Department to serve the proposed development.***

Water service may alternatively be provided by connection to facilities operated and maintained by the City of Los Angeles, Department of Water and Power. Proof of adequate water capacity for new development will be required in Subsection A.12 of Section 22.46.1180.

C. Storm Drains. The existing Marina is served by storm drains which deposit flows into the Marina basin. The drains are expected to be adequate to accommodate future development. ~~A feasible storm drain design~~ ***In order*** to reduce the amount of pollutants entering the Marina from Ballona Creek, ~~will be implemented by~~ the Department of Public Works ***will implement appropriate Best Management Practices within the Ballona Creek watershed, as required by the County NPDES Municipal Stormwater Permit.***

Unless otherwise required by the Regional Water Quality Control Board and the County Flood Control District, the storm drain emptying into Basin H will be capped and diverted into Ballona Creek or another area of the Marina.

D. Solid Waste. Lessees in the existing Marina contract with five private companies for solid waste disposal. ~~Four of these companies haul and dispose the waste at the Sunshine Landfill in North Valley, while the fifth company deposits wastes at a landfill in Calabasas.~~ ***These companies use existing commercial landfills as available.***

E. Utilities. Electricity in the Marina area is provided by Southern California Edison. The present sub-station, located on Fiji Way, can accommodate moderate additional load. If development generates demand beyond capacity, a new sub-station will be required.

Natural gas for the Marina is supplied by the Southern California Gas Company. Supplies for existing and future development are expected to be adequate.

General Telephone, ***GTE,*** ~~and Electronics~~ provides telephone service to the Marina. Central office lines are currently in place to serve the area, and they have sufficient capacity to serve future needs.

F. Fire Safety Services. A new fire station and support facilities may be required in conjunction with ***development anticipated in this*** LCP ~~development~~. The size and location of new fire facilities shall be determined after Fire Department study and evaluation for optimal response and service. ***As part of any application for development, the applicant shall provide evidence of compliance with all design requirements of the Fire Department and evidence of participation in any special district established for Fire Protection.***

22.46.1180 Filing Requirements. A. An application for new development shall contain the following information. In the case of an application for a Coastal

Development Permit, the information shall be in addition to the material required in Section 22.56.2310 relating to Coastal Development Permits.

1. Protection and Enhancement of Shoreline Access and Views. New development located between the first public roadway and both the existing and proposed bulkheads shall protect existing public access and views to the Marina. New development shall provide accessways, promenades, view parks and view corridors ***consistent with Chapter 3 of the Coastal Act and all requirements of the certified local coastal program. Minimum requirements*** ~~The standard of review~~ for the protection and enhancement of shoreline access and views ***are found in*** ~~is~~ the Site Specific Development Guidelines in the Specific Plan. Development applications shall include information, including changes in the provisions of the lease, if the underlying project requires any changes in lease provisions, adequate to demonstrate compliance with these access/view requirements.

2. A report prepared by a biologist trained in the study of marine resources, and approved by the Department of Regional Planning, must be submitted. The report shall discuss the proposed development's impact on the biological productivity of the marine resources within and adjacent to Marina del Rey. Mitigation measures must be proposed for any negative impacts. The following items must be considered when assessing impact:

- Effects of any additional pollutants due to increased runoff caused by new development.
- Potential changes in water temperature and biological productivity caused by outfalls, runoff or decrease in light entering the water due to shadowing (new buildings).
- Effects of any new structures placed in the water.

3. ***All new development shall fully mitigate significant adverse wind impacts on Marina boating. Accordingly, a*** A detailed wind study must be submitted ***with all applications for development for structures over 45 (forty-five) feet in height.*** The report must discuss the effects of the proposed construction and/or building placement on wind patterns within the marina, loss of surface winds used by birds and sailboats and general air circulation. The wind study must include the following components:

- Analysis of available historical wind speed and direction data to establish a wind speed/direction relationship for the site.
- Performance and analysis of wind tunnel testing for the project using a model of proposed building(s) and surrounding structures. Wind tunnel testing shall be done for winds blowing from all predominant wind directions as established in analysis of historical data.
- Cumulative wind analysis, including evaluation of wind impacts attributable to existing structures and potential future development projects, ***including detailed data on the cumulative impacts of existing, proposed and expected development on winds in Marina basin closest to the proposed development.***
- Summary of findings identifying the project's wind impacts, if any.

- Summary of mitigation measures available to mitigate the project's adverse impacts on wind, ***including alternative massing, height and site design.***

4. Avoidance and Mitigation of Geologic/Geotechnical Hazards. ***Applicants and their engineers are responsible for determining and following all current requirements and recommendations of the Los Angeles County Department of Public Works, the California Division of Mines and Geology and the California Seismic Safety Board.*** New development shall utilize earthquake resistant construction and engineering practices. All new development over three stories in height shall be designed to withstand a seismic event ***with a ground acceleration of no less than 0.5 g.*** Accordingly, all development applications shall include a detailed ***geotechnical*** report completed by a certified engineering geologist ***and a registered civil engineer experienced in the field of soil mechanics,*** and approved by the Department of Public Works. A copy of the report, and its approval, shall be submitted. The report must include, but not be limited to:

- A comprehensive geologic/soils analysis showing underlying geology, soil type and structure.

- Delineation ***and evaluation*** of areas prone to fault rupture, ***secondary effects of seismic shaking, such as lateral spreading, settlement,*** liquefaction, ***etc. and*** excessive ground motion, ***due to seismic wave amplification.*** ~~, and damaging wave action~~.

- Delineation of low-lying areas which may be inundated by tsunamis, floods or unusually high tides ***or may be damaged by excessive wave action.***

- Recommendations for development in geologically stable areas, ***and restrictioned of*** development in unstable or ***unmitigated*** areas.

Note: Additional requirements may be imposed in areas determined to be under the jurisdiction of the State of California Seismic Safety Board or the Division of Mines and Geology.

5. Protection of Cultural Heritage Resources. Cultural resources located shall be identified and protected. ***All applications that include disturbance of native soils or vegetation, including but not limited to excavation, pile driving and grading shall include:***

a. A detailed report completed by a qualified archaeologist is required. The archaeology report shall comply with the guidelines of the State Office of Historical Preservation. Mitigation measures suggested in the report, and approved by the Department of Regional Planning, shall be undertaken. For the purpose of this report, a qualified archaeologist is a person who has been certified by the Society of Professional Archaeologists and who has a minimum of three years experience investigating and interpreting sites in Southern California. A copy of the report, signed by said qualified archaeologist, shall be submitted with the application. In accordance with the findings set forth in the archaeology report submitted with the development application, cultural resources shall be collected and maintained at the Los Angeles County Natural History Museum or other site acceptable to the State Historic Preservation Officer. The Department of Regional Planning shall be notified if any resource is discovered during any phase of development.

b. Notification of the office of State Historic Preservation and the Native American Heritage Commission of the location of any proposed disturbance of native soils or vegetation. The notification shall include the proposed extent of the grading and the dates on which the work is expected to take place.

c. Acknowledgment of receipt of Sections 7050.5 of the Health and Safety code, Section 5097.94 of the Public Resources code and Section 5097.98 and 5097.99 of the Public Resources Code. The applicant shall place a note on the project plans summarizing the procedures that apply in the event of discovery of Native American remains or grave goods.

The County shall approve Archaeological recovery programs as permit amendments. The standard of review is the Archaeological recovery program's consistency with this specific plan and with other provisions of state law.

6. Avoidance and Mitigation of Flood Control Hazards and Control of Surface Runoff. Flood hazard and runoff management standards shall apply to all new development. To protect marine resources within the existing Marina to manage runoff associated with proposed development, all development proposals ~~The plan~~ shall assure that:

- The flood hazard due to new development is mitigated.
- Upstream and downstream property owners are not adversely affected.
- The drainage proposal complies with all County, State and Federal statutes and ordinances.

The drainage of roofs and parking lots conform to the Best management Practices contained in the County's non-point source NPDES permit, and the Santa Monica Bay Plan's requirements regarding new or marina development.

Containment, safe storage and management of all paints, solvents and other toxic and potentially polluting substances used during construction, repair or maintenance of buildings or of boats and floats.

Accessible pump out facilities, waste disposal, and rest rooms for all parks and anchorages.

The Department of Public Works shall be consulted for full flood control requirements.

7. Protection of Southern California Gas Company (SCGC) Facilities. Land Use decisions and permitted new development shall not interfere with the SCGC's ability to continue operation of its storage facilities. Prior to any new development over a used or abandoned gas well the developer must submit proof of certification from the California Division of Oil and Gas showing that wells were abandoned according to current standards.

8. Applicants for any proposed office and commercial development shall consult with Los Angeles County Department of Beaches and Harbors to determine if multi-use parking facilities are appropriate. The applicant shall provide the Department with the number of proposed spaces, the number available during weekends and

holidays, and methods for control of the parking that would enhance public access to bulkheads, walkways and commercial attractions. The results of the consultation shall be submitted with the application.

9. Conformance with Phasing Plan. All new development must conform to the phasing requirements set forth in the ~~Specific Plan's phasing program~~ ***certified local coastal program. Minimum phasing requirements are found in section 22.46.1090 of this specific plan.*** The developer must submit a report discussing how the development complies with the phasing schedules ***of the certified local coastal program.*** ~~in the Specific Plan~~. Such report shall provide information on the number of peak hour vehicle trips generated, hotel rooms, dwelling units, ***parks and open space,*** etc. Where ***boat storage and*** marine commercial uses (launches, hoists, etc.) are not feasibly expressed in terms of square footage, the developer of such uses will be required to submit information which will indicate the amount of additional peak hour vehicle trips likely to be generated by the project. ~~Development in Area A shall also discuss conformance with the Area A phasing plan, as required by Section 22.46.1090 (D).~~ Phasing includes development buildout, mitigation measures, ***including internal traffic and recreation and*** circulation system ***improvements*** and all other infrastructural improvements.

10. Direct Traffic Mitigation. All development shall mitigate all direct impacts on the internal circulation system before occupancy of the development. No development may commence without payment of a fair and proportionate share of the costs of traffic improvements listed into the traffic improvement program. As part of the application, all applicants shall provide evidence that it will be feasible to complete all traffic improvements to mitigate the traffic impacts of the development before occupancy of the permitted development. The applicant shall also demonstrate that funding of the necessary traffic improvement has been guaranteed.

11. <u>Mitigation of cumulative impacts on the subregional traffic system--Traffic Analysis and Mitigation Requirements.</u> An applicant for development shall provide the following information regarding the project's anticipated traffic impacts on major highways leading into and around the Marina del Rey Specific Plan area:

a. Exemptions Based on Initial Trip Evaluation. The applicant shall submit an accurate and detailed project description with an initial estimate of the number of daily trips that will be generated by the project to the Department of Public Works. The applicant may, in lieu of preparing a traffic report, provide evidence of participation in a subregional impact mitigation program, such as the city of Los Angeles coastal corridor transportation fund, on a fair and equitable basis, taking into account the applicant's contribution to the internal Marina street improvements. Notwithstanding such contribution, a traffic report shall be required of projects that generate over 500 trips per day unless other possible adverse impacts are identified that, in the opinion of the Department of Public Works, require a report. Also, if a project generates 50 or more peak hour trips on a congestion management plan (CMP) intersection, or 150 peak hour trips on a CMP route, a separate analysis shall be prepared which addresses these impacts.

b. Traffic Study. A detailed traffic study shall be submitted at the time of the application for the coastal development permit which addresses the project's traffic impacts on various highway intersections that could experience significant impact as described in subsection e. The study shall

document: 1) the number of daily, weekend and a.m. and p.m. peak hour trips which would be generated by the project, 2) the number and percentage of those trips originating and terminating outside the Marina del Rey Specific Plan Area, 3) the distribution of the trips on roadways and intersections in the study area, 4) how much a specific mitigation measure would reduce daily and peak hour trips, and 5) such additional information as the Department of Public Works may require to properly evaluate the project's proportionate traffic impacts on the study roadways and intersections. The study shall compare levels of service for existing, ambient growth and with and without construction of the project, and cumulative traffic impacts with other known development.

c. Highway intersections required to be studied. The study area shall include arterial highways, freeways and intersections generally within one mile radius of the project site. These shall include, at a minimum, the Washington Street/Lincoln Boulevard intersection, and the Route 90 Lincoln Boulevard intersection.

d. Consultation. The applicant shall consult with the County of Los Angeles Department of Public Works on the preparation of the traffic study. Public Works will coordinate with the City of Los Angeles Department of Transportation, and the California Department of Transportation, (Caltrans) for their input and requirements. Public Works shall determine the types of mitigation measures and traffic improvements most appropriate to the project.

e. Threshold. Cumulative subregional traffic system mitigation measures are required if a) An intersection is projected to operate at a mid-range level of service D (or volume to capacity (V/C) ratio of 0.85) as a result of the project's impacts, or b) intersections within the project's area of influence are already operating at a level of service above 0.85, and the project will result in a projected increase of 0.01 above anticipated ambient conditions.

f. Recommendations on mitigation requirements. If the County of Los Angeles Department of Public Works determines that mitigation is required, the Department, with input from the Department of Transportation and Caltrans, shall determine the type of mitigation measures most appropriate to the specific project. The Department shall specifically determine how much an appropriate or projected mitigation measure would reduce the impacts of the project's daily and peak hour trips on the subregional transportation system, and shall submit a recommendation on a preferred mitigation measure or mitigation requirement. If a "fair share amount mitigation," is determined to be the appropriate mitigation measure, the Department of Public Works shall determine the applicant's proportionate fair share of the project to which the mitigation will apply, and by consultation with the City Department of Transportation, determine the construction schedule of the suggested improvement, and shall submit a recommendation on a preferred mitigation requirement. The types of mitigation measures available to satisfy this requirements are listed in subsection g.

g. Available Traffic mitigation measures:

- ***Category 3 Improvements listed in the Transportation improvement Program, found in Appendix G to this Specific Plan.***
- ***Reduction of traffic trips as may be accomplished through participation in transportation system management and transportation demand management programs cited in Appendix G to this Specific Plan.***
- ***Reduction of traffic trips as may be accomplished through reduction in project size.***
- ***Payment of an in lieu fee or "fair share" amount of a mitigation project where a fair share amount of the mitigation requirement has been determined, the project has been scheduled for construction and the cost and benefits of the project have been determined.***
- ***Other mitigation measure(s) mutually acceptable to the Department of Public Works, the City Department of Transportation and Caltrans.***

h. Timely submittal of Required studies and Evaluations. The studies, analysis and evaluations required by this subsection 10 shall be required to be completed before filing a coastal development permit application with the Department of Regional Planning. If the applicant requests that the traffic study be evaluated during the environmental review process, the applicant's coastal development permit shall not be filed or accepted until such time as the traffic study has been completed to the satisfaction of the Department of Public Works.

~~10~~. ***12.*** Site Plan Review within the existing Marina. ***All*** Applications for development in the existing Marina shall include ***accurate, scaled site plans and elevations, showing gross square footage of existing and proposed development, parking and parking requirements as well as access and view corridors required by this certified local coastal program. These*** a site plans ***and elevations shall be*** signed and approved by the Design Control Board.

a) The Design Control Board shall review the development for conformance of the project with this Specific Plan and with the identity and accessibility of the Marina as a public boating and recreational facility. The Board's analysis shall address, at a minimum, public access, height, circulation, massing, visual impact, views and view corridors, compatibility of uses in a mixed use project, and the visibility and convenience of public spaces as they pertain to the policies of this LCP. The Design Control board shall adopt a written report and/or exhibits describing their analysis and recommendations. The Design Control Board, as a condition of its approval, may require the applicant to return with final plans for approval of signage, landscaping, color and other details.

b) Any applicant who is requesting a height incentive under the provisions of section 22.46.1060.E.5 or whose proposed development includes demolition of existing structures or whose development is located on an existing parking lot or other open area shall provide clear and accurate site plans and elevations that identify the view corridor, show accurately all adjacent development, and show the width and location of the view corridor and the length of the bulkhead frontage of the parcel.

13 ~~11~~.. Documentation shall be submitted which shows that the proposed new development will not detract from or interfere with the use of existing or planned boating facilities or support facilities. Information shall include, but not be limited to:

- Number of boat slips lost or gained due to development (if any)
- The impact of the development in terms of competition for boating facility space, parking, etc.
- Number of dry boat storage slots displaced or provided.
- ***Design and methods to preserve the availability of boating services such as loading and parking areas serving the slips, preservation of convenient distance from loading areas to gangway, slip rest room access, routes to docks, and boat security.***
- Effects on boat rentals, ***fishing docks,*** beach or other lower cost water-dependent facilities.
- ***Provision of adequate land area and or parking spaces to provide parking for future slips allocated to the leasehold in this Specific Plan.***

14. ~~12~~. Documentation shall be submitted which shows that sufficient water system, sewer system and waste treatment capacity exists or will exist prior to occupancy for any new development.

15 ~~13~~.. Fire Safety Plan.

a. Applicants for new ***structures*** ~~development~~ shall submit documentation in the form of a Fire Safety Plan which verifies that the proposed project satisfies Fire Department safety standards including, but not limited to, fire flow, sprinklers, emergency access and evacuation plans; and

b. Applicants for new multi-story buildings shall include in the Fire Safety Plan how they are complying with the requirements of Section 22.46.1060 (F) and, for multi-story buildings on mole roads, applicants shall designate in their plan a safe refuge area for their occupants on an adjacent boat dock area.

c. Applicants who choose to provide ten foot by ten foot square viewing nodes in place of an eight foot wide landscaped strip adjacent to the water way, shall provide evidence that they have provided nodes no less than 150 feet apart and that these nodes will not obstruct fire access.

16. Evidence of the protection of existing recreational uses, and of the incorporation of lower cost overnight uses into any hotel project.

a) Applicants for office, general commercial or residential use shall provide evidence that existing Boat storage, public access, public parking and boating support uses, including boat owner parking and parking required for any marina expansion allowed in this LCP, in residentially and commercially designated areas have been preserved consistent with all provisions of the certified Local Coastal Program. As part of any application to relocate these uses consistent with the certified LCP, the applicant shall provide a plan to

relocate any such uses on the same parcel or to another parcel within the Marina, such that the intended use can continue to be carried out, the size and capacity of the accommodation remains the same, and necessary access to the water and boat slips is provided. The uses shall be replaced before commencement of the development project.

b) Applicants for a hotel use shall designate no less than twenty five percent (25 %) of the land area of the site proposed for new hotel development for a lower cost overnight facility and provide plans and agree to construct the facility as part of the project. Such area may be reduced if a facility containing one tenth of the number of beds as the hotel contains rooms can feasibly be provided is proposed on site. Such a facility may include a youth hostel, lower cost conference facility with overnight accommodations, or campground.

(1) Applicants for hotel or other overnight accommodations shall indicate on their site plan the land to be reserved for a lower cast overnight accommodation.

(2). <u>In lieu fee option--supporting material required</u>. If the applicant believes that development of a lower cost facility on site is not feasible, and petitions in writing to pay a fee in lieu of providing an on-site for lower cost accommodation, the applicant shall provide evidence of the infeasibility of onsite provision of a lower cost facility and information regarding the applicant's calculation of the fair and reasonable share or the cost of acquisition and construction of a lower cost overnight facility.

(3) Because of the fluctuating land market and cost of materials, the applicant's demonstration shall include evidence concerning the current cost of offsite provision of lower cost accommodations, and the manner which the provision of these offsite accommodations complies with the obligation to provide lower cost accommodations on-site in terms of affording access to the marina and nearby beaches. The calculation shall include the prorated cost of necessary support, including parking, lobbies, sanitary facilities and food service areas.

(4) The applicant shall contribute the one tenth of the cost of one bed and appurtenant improvements in a lower cost accommodation for each market rate room provided. The amount of the fee shall be adjusted annually to reflect the consumer price index and current construction costs.

(5) Exception. If the applicant demonstrates that a hotel project of the same or lesser size proposed on the same parcel paid said fee, or its equivalent, within 20 years of the date of application shall exempt the development from this obligation.

B. ***Any applicant who demonstrates that the impacts of his or her project on winds, archaeological resources, marine resources, public works or geologic safety is not significant may not be required to submit the material required in items 2, 3, 4 or 5, above, as part of the application. The applicant must demonstrate how*** ~~the Director of Planning, after consultation with the Director of the Department of Beaches and Harbors, shall have the option to waive any of these requirements if~~ the proposed development is ~~determined to be~~ insignificant ***with regard to items 2, 3,4 or 5 and or how*** ~~, or if~~ the nature of the development is unrelated to the requirement imposed, or ~~if~~ ***how*** the requirement has been previously addressed in a system-wide or area-wide development plan review such as a subdivision. ***As part of such request the applicant shall agree to provide supplemental information in a timely manner if additional information is necessary to review the impacts of the proposed development on coastal access and or resources.***

22.46.1190 Conditions of Approval. A. The following conditions shall be imposed, where applicable, for development in Marina del Rey.

1. In accordance with the geologic information submitted with the application for development, development shall occur in geologically safe areas. Any structure affecting personal safety (e.g. - gas lines) shall not transect geologically unstable areas.

2. In accordance with the archaeology report submitted with the application for development, resources found in the area planned for development shall be collected and maintained at the nature center planned at the wetland preserve (Area D), or at the Los Angeles County Natural History Museum ***or as otherwise required by State law***.

a. The applicant shall notify the office of State Historic Preservation and the Native American Heritage Commission of the location of the grading proposed the proposed extent of the grading and the dates on which the work is expected to take place.

b. ***The applicant shall notify*** the State Historic Preservation Office and the Department of Regional Planning ~~shall be notified~~ if any resource is discovered during any phase of development, ***and the applicant shall submit a recovery program as an amendment to the permit.***

c. In the event of discovery of Native American remains or of grave goods, Sections 7050.5 of the Health and Safety code, Section 5097.94 of the Public Resources Code and Section 5097.98 and 5097.99 of the Public Resources Code apply.

3. To fully mitigate traffic impacts, new developments are required to establish a functional Transportation Systems Management (TSM)/Transportation Demand Management (TDM) program, or to participate in an existing TSM/TDM program. Consolidation of numerous TSM/TDM programs is highly desirable. Viable TSM/TDM possibilities include, but shall not be limited to:

- Carpools
- Ridesharing
- Vanpools

- Modified work schedules/ Flex time
- Increase use of bicycles for transportation
- Bicycle racks, lockers at places of employment
- Preferential parking for TSM/TDM participants
- Incentives for TSM/TDM participants
- Disincentives

The TSM/TDM program should follow the guidelines in the Transportation Improvement Program contained in Appendix G. An annual report on the effectiveness of the TSM/TDM program shall be submitted to the Department of Regional Planning.

4. All development must conform to the phasing schedules in the ***certified local coastal program.*** ~~Specific Plan.~~ The phasing schedules include requirements for the existing marina, ~~Area A,~~ circulation ***and public recreation improvements*** and infrastructure. ***No development shall occur if traffic capacity within the system will not be adequate to serve the development.***

5. ***Mitigation of all Direct Traffic Impacts.*** ~~Each applicant for new~~ ***All*** development in existing Marina del Rey shall participate in, and contribute his or her fair share to, funding of the mitigation measures described in the Transportation Improvement Program (TIP). The fees shall be calculated for every development project based on the Trip Assessment Fee set in the TIP and the number of additional P.M. peak hour trips generated by the project. Additional trips are defined as the P.M. peak hour trips attributable to buildout of the new development allocated in the Specific Plan. ***Limitation. All development shall mitigate all direct impacts on the internal circulation system before occupancy of the development. No development may commence without payment of a fair and proportionate share of the costs of traffic improvements listed in the traffic improvement program. Prior to issuance of a coastal development permit, the applicant shall demonstrate that adequate funding is available so that all traffic improvements necessary to mitigate the impacts of the development on internal circulation will be completed before occupancy of the structure. Development shall not begin until adequate funding of the necessary internal circulation traffic improvement has been guaranteed.***

6. All proposed mitigation measures including, but not limited to, providing public access, establishing view, or wind corridors, ***preserving of sunlight on the beaches parks and boat slip areas*** and participating in the funding ***of park improvements or*** of traffic mitigation measures shall be made conditions of approval. The applicant shall modify the design of the development to the extent necessary to comply with such conditions.

7. ***All*** development shall participate in and contribute ***its*** ~~his or her~~ fair share to funding of the mitigation measures described in the Coastal Improvement Fund as specified in Section 22.46.1800 of this Specific Plan. The fees shall be calculated based on the Improvement Fund Fee and the number of additional residential units approved for the project.

8. Lower cost visitor-serving facilities shall be protected and, to the extent feasible, new lower cost visitor-serving uses shall be encouraged and provided within the existing Marina.

a) At a minimum, every new hotel developed shall reserve and develop no less than 25% of the site as a lower cost overnight accommodation. A lower cost overnight accommodation includes a dormitory type accommodation such as a lower cost conference

facility, or youth hostel, a campground, or other use that by its design and nature can be operated at low or moderate cost and that is accessible for individuals of less than the median income.

b) If the applicant demonstrates that development of a lower cost accommodation on site is not feasible, the applicant may instead contribute the cost of acquisition and construction of a lower cost overnight facility, including the prorated share of necessary support facilities including lounges, sanitary facilities and dining halls. The applicant shall contribute the one tenth of the cost of one bed and the prorated share of appurtenant improvements of a lower cost accommodation for each market-rate room provided on the hotel site. The amount of the fee shall be adjusted annually to reflect the consumer price index and current construction costs.

(1) Because of the fluctuating market and cost of materials, the applicant's demonstration shall include evidence of the infeasibility of onsite provision of a lower cost facility, the current cost of offsite provision of lower cost accommodations alternatives, the manner which the provision of these offsite accommodations complies with the obligation to provide lower cost accommodations on-site in terms of affording access to the Marina and nearby beaches.

(2) The amount of the fee shall be adjusted annually to reflect the consumer price index and current construction costs. If the applicant demonstrates that a hotel project proposed on the parcel paid said fee, or its equivalent, within 20 years of the date of application shall exempt the development from this obligation.

(3) Said fee shall be placed in separate restricted interest bearing trust account by the County that is identified only for use in developing lower cost overnight accommodations open to the public in the Marina del Rey. Possible sites include parcels OT and 94. All monies shall be expended within five years of collection to build, subsidize or otherwise facilitate construction of a lower cost overnight facility such as youth hostels, low-cost motel, campground, or affordable conference center with overnight accommodations in the Marina or within two miles of its boundaries. If at the end of 5 years the fees have not been expended, an LCP amendment shall be processed to determine options of using the funds for lower cost overnight accommodation.

~~8~~ ***9***. New roads and infrastructure shall be designed and constructed in an environmentally sensitive manner, ***and shall follow the design and recreation policies of the certified local coastal program, including landscaping standards required by the Design Control Board.***

~~9.~~ ***10.*** The requirements for storm drain design and construction as stated in this Specific Plan shall be followed.

~~10~~. ***11.*** Any additional mitigation measure ~~determined by the County at the time of development to be~~ necessary for the complete mitigation of ***significant adverse*** traffic ***impacts*** or ***of*** other ***significant adverse*** ~~negative~~ impacts caused by the development, including cumulative impacts. ~~Said mitigation measure(s) may only be imposed by the County if a nexus is demonstrated between the negative impact and the measure(s) required to mitigate that impact. Further, a nexus must be demonstrated indicating the mitigation measure imposed ameliorates the negative impact.~~ ***Said mitigation may include funding for subregional traffic improvements to be carried out in concert with other agencies.***

~~11~~. ***12.*** Based upon information provided in the Fire Safety Plan, the Fire Department may review all applications for multi-story buildings and, at their discretion, may recommend an alternative height for the proposed multi-story buildings based upon their review and supported by factual findings. Such recommendations shall be considered in determining conditions of approval for the project.

13. The applicant will be required to preserve coastal dependent boating or boating support uses on site. If the essential functions of the Marina will not be harmed by the temporarily closing the use, the project may, instead of preserving the facility, replace the facility with a similar facility of the same size and capacity within the development zone. If approved, such replacement shall occur before development of the use which displaces it may commence. Boating support uses include, but are not limited to: boat launch ramps, boat hoists, mast-up boat storage, gasoline docks and pump-out stations, small boat rentals, boating schools, personal watercraft launch areas and, in anchorages, passenger and equipment loading zones, dinghy docks, and navigational information centers.

14. Residential and Mixed Use projects shall not reduce the amount of land area devoted coastal dependent boating uses in the development zone. Any project which relocates an existing coastal dependent boating use, including but not limited to boat launching, boat storage, boater parking and access, shall be located within the development zone at a location that affords equal operational efficiency for the use. Construction of the replacement use shall be phased so that said use is replaced before development of the use which displaces it.

15. All development shall contribute its fair and proportionate share of necessary mitigation of the development's impacts on the subregional transportation program as determined in item 22.46.1180..A.10 above.

a. Threshold. Mitigation measures are required if a) An intersection is projected to operate at a mid-range level of service D (or volume to capacity (V/C) ratio of 0.85) as a result of the project's impacts, or b) intersections within the project's area of influence are already operating at a level of service above 0.85, and the project will result in a projected increase of 0.01 above anticipated ambient conditions.

b. Recommendations on mitigation requirements. If the Department of Public Works determines that mitigation is required, the department with input from the Department of Transportation and Caltrans shall determine the type of mitigation measures most appropriate to the specific project. The Department shall specifically determine how much an appropriate or projected mitigation measure would reduce the impacts of the project's daily and peak hour trips on the subregional transportation

system, and shall submit a recommendation on a preferred mitigation measure or mitigation requirement. If a "fair share amount mitigation," is determined to be the appropriate mitigation measure, the Department shall determine the applicant's proportionate fair share of the project to which the mitigation will apply, and the construction schedule of the suggested improvement, and shall submit a recommendation on a preferred mitigation requirement. The types of mitigation measures available to satisfy this requirements are listed in subsection g.

c. Available Traffic mitigation measures:

- ***Category 3 improvements listed in the Transportation Improvement Program, found in Appendix G to this Specific Plan.***
- ***Reduction of traffic trips as may be accomplished through participation in transportation system management and transportation demand management programs cited in Appendix G to this Specific Plan.***
- ***Reduction of traffic trips as may be accomplished through reduction in project size.***
- ***Payment of an in lieu fee or "fair share" amount of a mitigation project where a fair share amount of the mitigation requirement has been determined, the project has been scheduled for construction and the cost and benefits of the project have been determined.***
- ***Other mitigation measure(s) mutually acceptable to the Department of Public Works, the Department of Transportation and Caltrans.***

d. Timely submittal of Required studies and Evaluations. The studies, analysis and evaluations require by this subsection 10 shall be required to be completed before filing a coastal development permit application with the Department of Regional Planning. If the applicant requests that the traffic study be evaluated during the environmental review process, the applicant's coastal development permit shall not be filed or accepted until such time as the traffic study has been completed to the satisfaction of the Department of Transportation. If the applicant requests a direct contribution to an existing subregional mitigation fund, information regarding that fund and the applicant's agreement to contribute a fair share mitigation fee to that fund shall be provided at the time a traffic study would have otherwise been required.

e. Mitigation. All development must fully mitigate all significant daily and peak- hour adverse traffic impacts.

B. The conditions shall run with the land and shall be binding on all lessees and sublessees of the parcel.

22.46.1200 Land Use Category Use Restrictions and Development Standards - Purpose. The following use restrictions and development standards shall apply to land use categories in the Specific Plan Area. All land use categories are subject to the design guidelines, ***conditions of development*** and phasing requirements ~~outlined in the Communitywide Plan and Design Standards~~ provided for in Sections 22.46.1060 and 22.46.1090 of this Specific Plan. Land use categories extend beyond the parcel boundary line to the centerline of the street(s) bordering the parcel.

Development on a parcel must also conform to the Site-Specific Development Guidelines of this Specific Plan. As used in these ***Land*** Use Restrictions and in the Site-Specific Guidelines, the word "shall" means a requirement is mandatory whereas the word "may" means the standards are encouraged but not imperative. Where site-specific guidelines ***found in Sections 12.26.1790 or the conditions of development found in Section 22.46.1190*** differ from the regulations of these ***Land*** Use Restrictions and Development Standards, such site-specific standards ***and conditions of development*** shall supersede the land use category regulations ***listed below***. All development in the existing Marina ***is subject to the review of the Design Control Board of*** ~~must conform with the Specifications and Minimum Standards of Architectural Treatment and Construction, administered by~~ the Department of Beaches and Harbors ~~(Appendix C).~~ If there is a conflict ~~between the LIP and the Specifications manual regarding~~ ***among these*** development standards, the more restrictive ***standard*** ~~document~~ shall ~~apply~~ ***control***.

Legal Descriptions for parcels according to land use category may be found in Appendix A. Modifications of development standards for land use categories in Marina del Rey shall comply with the variance procedures found in Part 2, Chapter 22.56 of Title 22 and any findings required by the project's coastal development permit.

22.46.1210 Organization. Each of the following land use categories contain restrictions and standards which shall apply on all parcels designated for that category. There are two types of land use categories: (1) primary land use category and (2) overlay land use category. All parcels have designated a primary land use category; selected parcels are assigned an overlay land use category as well. The standards and requirements for an overlay category shall be considered in conjunction with the requirements of the primary land use category. Land use categories are organized in the following fashion:

A. Intent: This is a statement of purpose of the category with regard to the development and resource protection policies that are to be carried out in the particular category.

B. Principal Permitted Uses: This is a listing of the uses which clearly implement the designated land uses and policies of the category. These uses require approval of a Coastal Development Permit unless they are specifically exempted or categorically excluded. Each Principal Permitted Use~~s~~ section is divided into primary uses, which may stand alone, and uses allowed only in conjunction with a primary or conditionally permitted use. ***The*** Principal permitted uses ~~are~~ ***is*** generally not appealable to the Coastal Commission unless they are located in one of the areas listed in Section 22.56.2450 where the Coastal Commission retains appeal jurisdiction. ***Secondary uses are uses which do not require a conditional use permit, but which are appealable to the Coastal Commission.*** Coastal Development Permits for uses which are appealable to the Coastal Commission shall have a public hearing in accordance with Section 22.56.2380.

C. Uses Subject to Additional Permits: This is a listing of uses which may implement the intent of the category but only under certain circumstances or conditions. These uses may require the approval of conditional use, temporary use or other permits in addition to a Coastal Development Permit or other development approval. The uses in this section are appealable to the Coastal Commission. Coastal Development Permits for uses which are appealable to the Coastal Commission shall have a public hearing in accordance with Section 22.56.2380.

D. Development Standards: This is a listing of regulations that apply to development within a particular land use category. These regulations relate to height

limits, setbacks, lot coverages and densities. The development standards, including height, identified for each land use category are the maximums permitted in the land use category; standards are further restricted, where stated, on a parcel-specific basis according to Section 22.46.1790. Compliance with these standards will be substantiated through the issuance of Coastal Development Permits. ~~or other development project approval~~. ***Where a range of height standards are given, the height over the minimum shall be approved only as set forth in 22.46.1060.E. and only if allowed on the site by section 22.46.1790.***

Primary Land Use Categories

22.46.1220 Residential III - Intent. Residential III is intended as a medium density residential category permitting up to 35 dwelling units per net acre.

22.46.1230 ***Residential III*** **- ~~Principal~~ Permitted Uses.** Property in the Residential III category may be used for:

A. The following ***principal permitted use*** ~~primary uses~~:

Multiple family structures no more than 35 units per net acre.

B. The following permitted uses

- Apartment houses.
- Bicycle and pedestrian path rights-of-way.
- ***Public Parks and picnic areas.***
- Townhouses.

C. ~~B~~. The following uses only when in conjunction with a primary use listed in Subsection A above, ***a permitted use listed in Subsection B above,*** or with a use listed in Section 22.46.1240 below:

- Accessory buildings, structures and uses customarily used in conjunction with the primary building or use of the property.
- Animals, domestic and wild, maintained or kept as pets for personal use as provided in Part 3 of Chapter 22.52.
- Building materials, storage of, used in the construction of a building or building project, during the construction and 30 days thereafter, including the contractor's temporary office, provided that any lot or parcel of land so used shall be a part of the building project, or on property adjoining the construction site.
- Grading projects, off-site transport, where not more than 100,000 cubic yards of material are to be transported, subject to the conditions and limitations of Section 22.56.1752 and 22.56.1753.
- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of this Specific Plan.

22.46.1240 ***Residential III*** **- Uses Subject to Additional Permits.** Property in the Residential III category may be used for:

A. The following uses provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Access to property lawfully used for a purpose not permitted in Residential III, provided no other practical access to such property is available, and such access will not alter the character of the premises in respect to permitted uses in the Residential III category.
- ***Visitor- and neighborhood-serving commercial development not exceeding 1,000 square feet, cumulative, for the site, provided:***
  1) that parking shall be provided for all uses in excess of 500 square feet,
  2) that such uses shall be open to the public and accessible from public roads , view corridors and or walkways,
  3) that signage and hours of operation enhance compatibility with the residential development.
- ~~Commercial service concessions offering supportive retail commercial and personal services uses in apartment house townhouse developments, provided:~~
  ~~1) That such facilities are designed and operated for the convenience of the residents and are no more extensive than is necessary to service such development; and~~
  ~~2) That all public entrances to such facilities are from a lobby, hallway or other interior portion of the development; and~~
  ~~3) That such facilities are located so as not to be visible from the street outside of the development; and~~
  ~~4) That no sign, advertising or identifying such facilities, is visible from the street outside the building.~~
- Grading projects, off-site transport, where more than 100,000 cubic yards of material are to be transported, subject to the conditions and limitations of Sections 22.56.210 and 22.56.230.
- Grading projects, on-site.
- Oil or gas wells and observation facilities.
- Parking for boating-related uses.
- Parking lots, but excluding commercial parking lots where greater than 50 percent of the leasehold's income is from parking fees.
- Parks, playgrounds and beaches, with all appurtenant facilities customarily found in conjunction therewith.
- Publicly owned uses necessary to the maintenance of the public health, convenience or general welfare.
- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of this Specific Plan.
- Visitor serving commercial uses listed in Sections 22.46.1390 and 22.46.1400 when allowed by the Site- Specific Development Guidelines of this Specific Plan.

B. The following uses, provided the specified permit has first been obtained, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Temporary uses as provided in Part 14 of Chapter 22.56.

22.46.1250 Residential III - Development Standards. These standards shall apply for all uses in the Residential III category:

- Building height is limited to a maximum of 75 feet.
- Dwelling unit density shall not exceed 35 units per net acre.
- Front and rear yard setbacks shall be a minimum of 10 feet, in addition to the required highway and ***promenade*** setback. Side yard setbacks shall be a minimum of 5 feet. View corridors, public open space areas

and/or accessways required in this Specific Plan may be designed and integrated with the required front, side and rear yard setbacks or located elsewhere on the property if ~~the Director finds that~~ such design will enhance visual and physical access to the shoreline.

- Residential and Mixed Use shall not reduce the amount of land area devoted to existing visitor serving, boating or marine commercial uses. a) With the exception of facilities located on parcels 1, 56, 54, and 55, which shall be preserved on site, boating facilities may be relocated in conjunction with development so long as the same or larger boating facility is replaced within the Marina, and water/and or anchorage access necessary to allow the use to operate is preserved. b) Any project which relocates an existing coastal dependent boating use, including but not limited to boat launching, boat storage, boater parking and access, shall be phased so that said use is replaced within the Marina before the development which displaces it may commence.

c) Visitor serving uses shown on LUP Map 6, Existing/Proposed Visitor-Serving Facilities, shall be preserved or replaced on-site, as part of re-development.

d) Other existing recreation, visitor serving and marine commercial facilities not shown on LUP Map 6 may be relocated in conjunction with development as long as the use is replaced within the Marina before the development which displaces it may commence.

22.46.1260 Residential IV - Intent. Residential IV is intended as a medium-high density residential category permitting up to 45 dwelling units per net acre.

22.46.1270 ***Residential IV -*** **~~Principal~~ Permitted Uses** Property in the Residential IV category may be used for:

A. The following ***principal permitted use*** ~~primary uses~~:

Multiple family structures no more than 45 dwelling units per net acre.

B. The following permitted uses

- Apartment houses
- Bicycle and pedestrian path rights-of-way.
- ***Public Parks and picnic areas.***
- Townhouses.

C. ~~B~~. The following uses only when in conjunction with a primary use listed in Subsection A above, ***a permitted use listed in Subsection B above,*** or with a use listed in Section 22.46.1280 below, subject to the same limitations and conditions provided in Section 22.46.1230:

- Accessory buildings, structures and uses customarily used in conjunction with the primary building or use of the property.
- Animals, domestic and wild, maintained or kept as pets or for personal use as provided in Part 3 of Chapter 22.52.
- Building materials, storage of.
- Grading projects, off-site transport.

- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of this Specific Plan.

22.46.1280 ***Residential IV*** **- Uses Subject to Additional Permits.** Property in the Residential IV category may be used for:

A. The following uses provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Access to property lawfully used for a purpose not permitted in the Residential IV category.
- ***Visitor- and neighborhood-serving commercial development not exceeding 1,000 square feet, cumulative, for the site, provided:***
  1) that parking shall be provided for all uses in excess of 500 square feet,
  2) that such uses shall be open to the public and accessible from public roads , view corridors and or walkways,
  3) that signage and hours of operation enhance compatibility with the residential development.
- ~~Commercial service concessions offering supportive retail commercial and personal services uses in apartment house townhouse developments, provided:~~
  ~~1) That such facilities are designed and operated for the convenience of the residents and are no more extensive than is necessary to service such development; and~~
  ~~2) That all public entrances to such facilities are from a lobby, hallway or other interior portion of the development; and~~
  ~~3) That such facilities are located so as not to be visible from the street outside of the development; and~~
  ~~4) That no sign, advertising or identifying such facilities, is visible from the street outside the building~~.
- Grading projects, off-site transport, where more than 100,000 cubic yards of material are to be transported, subject to the conditions and limitations of Sections 22.56.210 and 22.56.230.
- Grading projects, on-site.
- Oil or gas wells and observation facilities.
- Parks, playgrounds and beaches, with all appurtenant facilities customarily found in conjunction therewith.
- Parking for boating-related uses.
- Parking lots, but excluding commercial parking lots.
- Publicly owned uses necessary to the maintenance of the public health, convenience or general welfare.
- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of this Specific Plan.
- Visitor serving commercial uses listed in Sections 22.46.1390 and 22.46.1400 when allowed by the Site-Specific Development Guidelines of this Specific Plan.
- ***Youth hostels***

B. The following uses, provided the specified permit has first been obtained, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Temporary uses as provided in Part 14 of Chapter 22.56.

22.46.1290 ***Residential IV*** **- Development Standards.** These standards shall apply for all uses in the Residential IV category:

- Building height ***is*** limited to a maximum of ***45 to*** 140 feet.
- Dwelling unit density shall not exceed 45 units per net acre.
- Front and rear yard setbacks shall be a minimum of ***10*** ~~15~~ feet, in addition to the required highway ***and promenade*** setback***s***. Side yard setbacks shall be a minimum of 5 feet. View corridors, public open space areas and/or accessways ***and emergency access corridors*** required in this Specific Plan may be designed and integrated with the required front, side and rear yard setbacks or located elsewhere on the property if ~~the Director finds that~~ such design will enhance visual and physical access to the shoreline.
- ***Residential and Mixed Use shall not reduce the amount of land area devoted to existing visitor serving, boating or marine commercial uses. a) With the exception of facilities located on parcels 1, 56, 54, and 55, which shall be preserved on site, boating facilities may be relocated in conjunction with development so long as the same or larger boating facility is replaced within the Marina, and water/and or anchorage access necessary to allow the use to operate is preserved. b) Any project which relocates an existing coastal dependent boating use, including but not limited to boat launching, boat storage, boater parking and access, shall be phased so that said use is replaced within the Marina before the development which displaces it may commence.***

c) Visitor serving uses shown on LUP Map 6, Existing/Proposed Visitor-Serving Facilities, shall be preserved or replaced on-site, as part of re-development.

d) Other existing recreation, visitor serving and marine commercial facilities not shown on LUP Map 6 may be relocated in conjunction with development as long as the use is replaced within the Marina before the development which displaces it may commence.

22.46.1300 Residential V - Intent. Residential V is intended as a high density residential category permitting up to 75 dwelling units per net acre.

22.46.1310 ***Residential V*** **- ~~Principal~~ Permitted Uses.** Property in the Residential V category may be used for:

A. The following ***principal permitted use*** ~~primary uses~~:

Multiple family dwellings no more than 75 dwelling units per net acre.

B. The following permitted uses

- Apartment houses.
- Bicycle and pedestrian path rights-of-way.
- ***Public Parks and picnic areas.***
- Townhouses.
- ***Youth hostels***

C. ~~B~~. The following uses only when in conjunction with a primary use listed in Subsection A above, ***a permitted use listed in Subsection B above,*** or with a use listed in Section 22.46.1320 below, subject to the same limitations and conditions provided in Section 22.46.1230:

- Accessory buildings, structures and uses customarily used in conjunction with the primary building or use of the property.
- Animals, domestic and wild, maintained or kept as pets for personal use as provided in Part 3 of Chapter 22.52.
- Building materials, storage of.
- Grading projects, off-site transport.
- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of this Specific Plan.

22.46.1320 *Residential V* - Uses Subject to Additional Permits. Property in the Residential V category may be used for:

A. The following uses provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Access to property lawfully used for a purpose not permitted in the Residential V Category.
- ***Visitor- and neighborhood-serving commercial development not exceeding 1,000 square feet, cumulative, for the site, provided:***
  1) that parking shall be provided for all uses in excess of 500 square feet
  2) that such uses shall be open to the public and accessible from public roads , view corridors and or walkways.
  3) that signage and hours of operation enhance compatibility with the residential development.

~~- Commercial service concessions offering supportive retail commercial and personal services uses in apartment house townhouse developments, provided:~~

~~1) That such facilities are designed and operated for the convenience of the residents and are no more extensive than is necessary to service such development; and~~
~~2) That all public entrances to such facilities are from a lobby, hallway or other interior portion of the development; and~~
~~3) That such facilities are located so as not to be visible from the street outside of the development; and~~
~~4) That no sign, advertising or identifying such facilities, is visible from the street outside the building.~~

- Grading projects, off-site transport, where more than 100,000 cubic yards of material are to be transported, subject to the conditions and limitations of Sections 22.56.210 and 22.56.230.
- Grading projects, on-site.
- Oil or gas wells and observation facilities.
- Parking for boating-related uses.
- Parking lots, but excluding commercial parking lots.
- Parks, playgrounds and beaches, with all appurtenant facilities customarily found in conjunction therewith.
- Publicly owned uses necessary to the maintenance of the public health, convenience or general welfare.

- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of this Specific Plan.
- Visitor serving commercial uses listed in Sections 22.46.1390 and 22.46.1400 when allowed by the Site- Specific Development Guidelines of this Specific Plan.

B. The following uses, provided the specified permit has first been obtained, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Temporary uses as provided in Part 14 of Chapter 22.56.

22.46.1330 ***Residential V*** **- Development Standards.** These standards shall apply for all uses in the Residential V category:

- Building height ***is*** limited to a maximum of 225 feet.
- Dwelling unit density shall not exceed 75 units per net acre.
- Front and rear yard setbacks shall be a minimum of ~~15~~ ***10*** feet, in addition to the required highway ***and promenade*** setback. Side yard setbacks shall be a minimum of 5 feet. View corridors, public open space areas and/or accessways ***and emergency access corridors*** required in this Specific Plan may be designed and integrated with the required front, side and rear yard setbacks or located elsewhere on the property if ~~the Director finds that~~ such design will enhance visual and physical access to the shoreline.
- ***Residential and Mixed Use projects shall not reduce the amount of land area devoted to existing visitor serving, boating or marine commercial uses. a) With the exception of facilities located on parcels 1, 56, 54, and 55, which shall be preserved on site, boating facilities may be relocated in conjunction with development so long as the same or larger boating facility is replaced within the Marina, and water/and or anchorage access necessary to allow the use to operate is preserved. b) Any project which relocates an existing coastal dependent boating use, including but not limited to boat launching, boat storage, boater parking and access, shall be phased so that said use is replaced within the Marina before the development which displaces it may commence.***

c) Visitor serving uses shown on LUP Map 6, Existing/Proposed Visitor-Serving Facilities, shall be preserved or replaced on-site, as part of re-development.

d) Other existing recreation, visitor serving and marine commercial facilities not shown on LUP Map 6 may be relocated in conjunction with development as long as the use is replaced within the Marina before the development which displaces it may commence.

22.46.1340 Hotel - Intent. Hotel is intended as an overnight accommodations/ attendant services category.

22.46.1350 ***Hotel*** **- ~~Principal~~ Permitted Uses.** Property in the Hotel category may be used for:

A. The following ***principal permitted use*** ~~primary uses~~:

Hotels

B. The following permitted uses

- Bicycle and pedestrian path rights-of-way.
- Hotels ***45 feet to 225 feet in height.***
- ***Public Parks and picnic areas.***
- Motels.
- ***Youth hostels***

C. ~~B~~. The following uses only when in conjunction with a primary use listed in Subsection A above, ***a permitted use listed in Subsection B above*** ,or with a use listed in Section 22.46.1360 below, subject to the same limitations and conditions provided in Section 22.46.1230:

- Accessory buildings, structures and uses customarily used in conjunction with the primary building or use of the property.
- Bars and cocktail lounges, excluding cabarets.
- Building materials, storage of.
- Commercial service concessions offering newspapers, notions, grocery, book stores, gift shops, florist shops, clothing stores or similar facilities in hotels or motels, where allowed by the Site-Specific Development Guidelines of this Specific Plan, provided:

~~1) That such facilities are designed and operated for the convenience of the guests and are no more extensive than is necessary to service such development; and~~
~~2) That all public entrances to such facilities are from a lobby, hallway or other interior portion of the hotel or motel; and~~
~~3) That such facilities are located so as not to be visible from the street outside of the hotel or motel; and~~
~~4) That no sign, advertising or identifying such facilities, is visible from the street outside the building.~~

1) that such facilities are designed and operated for the convenience of the hotel and conference guests and visitors to the Marina and are no more extensive than is necessary to service such development, but in no event totalling more than 1,000 square feet cumulatively; and
2) that such uses shall be open to the public and accessible from public roads, plazas view corridors and/or walkways; and
3) That public entrances to such facilities are visible from public promenades, view corridors, plazas and streets; and
4) That any such facilities that include more than sixteen restaurant or fast food seats are considered when calculating the hotel's relationship to the phasing policies in section 22.46.1090 above and/or its parking requirements; and
5) That all signs, advertising or identifying such facilities, visible from the street or promenade outside the building shall be approved by the Design Control Board; and
6) That any commercial ice cream, coffee or food service development more than 750 square feet be considered when calculating the hotel's parking and/or phasing requirements.

- Conference, banquet and meeting rooms.
- Grading projects, off-site transport.

- Recreation services intended to serve hotel guests, including, but not limited to, pools, saunas, exercise rooms, tennis courts, etc.
- Restaurants and other eating establishments, where allowed by the Site-Specific Development Standards of this Specific Plan.
- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of this Specific Plan.

22.46.1360 ***Hotel*** **- Uses Subject to Additional Permits.** Property in the Hotel category may be used for:

A. The following uses provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Access to property lawfully used for a purpose not permitted in the Hotel category.
- Cabarets, provided that, as a condition of use, such use shall not be located within a 1,000 foot radius of any other adult business, and subject to the provisions of Section 22.56.190.
- Grading projects, off-site transport, where more than 100,000 cubic yards of material are to be transported, subject to the conditions and limitations of Sections 22.56.210 and 22.56.230.
- Grading projects, on-site.
- Night clubs.
- Oil or gas wells and observation facilities.
- Parking for boating-related uses.
- Parking lots and parking buildings.
- Publicly owned uses necessary to the maintenance of the public health, convenience or general welfare.
- Restaurants not operating in conjunction with a separate hotel or motel on the same parcel.
- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of this Specific Plan.
- Visitor serving commercial uses listed in Sections 22.46.1390 and 22.46.1400 when allowed by the Site- Specific Development Guidelines of this Specific Plan.

B. The following uses, provided the specified permit has first been obtained, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Temporary uses as provided in Part 14 of Chapter 22.56.

22.46.1370 ***Hotel*** **- Development Standards.** These standards shall apply for all uses in the Hotel category.

- Building height is limited ***by site specific guidelines, but is otherwise limited*** to a maximum of 225 feet.
- Front, rear and side yard setbacks shall be a minimum of 10 feet, in addition to the required highway, and ***promenade*** setback. View corridors, public open space areas and/or accessways ***or emergency access corridors*** required in this Specific Plan may be designed and integrated with the required front, side and rear yard setbacks or located elsewhere on the property if ~~the Director finds that~~ such design will enhance visual and physical access to the shoreline.

Hotels shall not reduce the amount of land area devoted to existing public parks, boating or coastal dependent marine commercial uses. a) With the exception of facilities located on parcels 1, 56, 54, and 55, which shall be preserved on site, boating facilities may be relocated in conjunction with development so long as the same or larger boating facility is replaced within the Marina, and water/and or anchorage access necessary to allow the use to operate is preserved. b) Any project which relocates an existing coastal dependent boating use, including but not limited to boat launching, boat storage, boater parking and access, shall be phased so that said use is replaced within the Marina before the development which displaces it may commence.

c) Visitor serving uses shown on LUP Map 6, Existing/Proposed Visitor-Serving Facilities, shall be preserved or replaced on-site, as part of re-development.

d) Other existing recreation, visitor serving and marine commercial facilities not shown on LUP Map 6 may be relocated in conjunction with development as long as the use is replaced within the Marina before the development which displaces it may commence.

22.46.1380 Visitor Serving/ Convenience Commercial - Intent. Visitor Serving/Convenience Commercial is intended as a service-oriented category providing dining facilities, retail sales and personal services for visitors, residents and employees of Marina del Rey.

22.46.1390 ***Visitor Serving/ Convenience Commercial -*** **~~Principal~~ Permitted Uses.** Property in the Visitor Serving/ Convenience Commercial category may be used for:

A. The following ***principal permitted use*** ~~primary uses~~:

Visitor serving and Convenience retail stores as further defined in subsections 1 and 2 below.

1. Visitor serving uses.

- Amusement rides and devices, including merry-go-rounds, ferris wheels, swings, toboggans, slides, rebound- tumbling and similar equipment operated at one particular location not longer than seven days in any six-month period.
- Aquariums.
- Arboretums and horticultural gardens.
- Arcades.
- Art galleries.
- Automobile rental and leasing agencies.
- Bait and tackle sales and rental.
- Bakeries.
- Bars and cocktail lounges, excluding cabarets.
- Bicycle and motor scooter rentals.
- Bicycle and pedestrian path rights-of-way.
- Boat rentals.
- Boat charters.
- Comfort stations.

- Gift shops.
- ice cream shops.
- Museums.
- ***Movable snack and souvenir carts.***
- Parking lots and parking buildings.
- Parking for boating-related uses.
- Post office.
- Parks, playgrounds and beaches, with all appurtenant facilities customarily found in conjunction therewith.
- Restaurants and other eating establishments, including food take-out. Existing restaurant seats may be recycled according to Section 22.46.1090 C(4). New restaurant seats may be constructed only where stated in the Site Specific Development Guidelines.
- Skate sales and rentals.
- Stations, bus, railroad and taxi.
- Swimming pools.
- Tourist information centers.
- ***Youth hostels***

2. Convenience Commercial uses.

- Antique shops.
- Automobile service stations, including incidental repair, washing and rental of utility trailers subject to the provisions of Subsection B of Section 22.28.090.
- Bakery shops, including baking only when incidental to retail sales from the premises.
- Banks, savings and loans, credit unions and finance companies.
- Barber shops.
- Beauty shops.
- Bicycle shops.
- Bookstores.
- Ceramic shops, including manufacturing incidental to retail sales from the premises, provided the total volume of kiln space does not exceed eight cubic feet.
- Child care centers.
- Clothing stores.
- Community centers.
- Confectionery or candy stores, including making only when incidental to retail sales from the premises.
- Delicatessens.
- Dental clinics, including laboratories in conjunction therewith.
- Dress shops.
- Drug stores.
- Dry cleaning establishments, excluding wholesale dry cleaning plants, provided that the building is so constructed and the equipment is so conducted that all noise, vibration, dust, odor and all other objectionable factors will be confined or reduced to the extent that no annoyance or injury will result to persons or property in the vicinity.
- Florist shops.
- Health food stores.
- Hobby supply stores.
- Jewelry stores.
- Laundries, hand.
- Laundries, self-service.
- Leather goods stores.

- Liquor stores.
- Locksmith shops.
- Markets.
- Medical clinics, including laboratories in conjunction- therewith.
- Music stores.
- Newsstands.
- Notion or novelty stores.
- Nurseries, including the growing of nursery stock.
- Pharmacies.
- Photographic equipment and supply stores.
- Photography studios.
- ***Public Parks and picnic areas.***
- Real estate offices.
- Retail stores.
- Shoe stores.
- Silver shops.
- Sporting goods stores.
- Stationery stores.
- Tailor shops.
- Tobacco shops.
- Toy stores.
- Yarn and yardage stores.

B. The following uses only when in conjunction with a primary use listed in Subsection A above or with a use listed in Section 22.46.1400 below, subject to the same limitations and conditions provided in Section 22.46.1230:

- Accessory buildings, structures and uses customarily used in conjunction with the primary building or use of the property.
- Building materials, storage of.
- Grading projects, off-site transport.
- Live entertainment, accessory, in a legally established bar, cocktail lounge or restaurant having an occupant load of less than 200 people, where in full compliance with the conditions of Section 22.56.1754.
- ***On premise or directional*** Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of this Specific Plan ***and as approved by the Design Control Board.***

22.46.1400 ***Visitor Serving/ Convenience Commercial -*** **Uses Subject to Additional Permits.** Property in the Visitor Serving/Convenience Commercial category may be used for:

A. The following uses provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Access to property lawfully used for a purpose not permitted in the Visitor Serving/ Convenience Commercial category.
- Amusement rides and devices, including merry-go- rounds, ferris wheels, swings, toboggans, slides, rebound-tumbling and similar equipment for longer than seven days.
- Cabarets, provided that, as a condition of use, such use shall not be located within a 1,000 foot radius of any other adult business, and subject to the provisions of Section 22.56.190.

- Churches, temples or other places used exclusively for religious worship, including customary incidental educational and social activities in conjunction therewith.
- Colleges and universities, including appurtenant facilities, giving advanced academic instruction approved by the State Board of Education or recognized accrediting agency, but excluding trade or commercial schools.
- Grading projects, off-site transport, where more than 100,000 cubic yards of material are to be transported, subject to the conditions and limitations of Sections 22.56.210 and 22.56.230.
- Grading projects, on-site.
- Health clubs or centers.
- Hospitals.
- Live entertainment, accessory, in a legally established bar, cocktail lounge or restaurant having an occupant load of less than 200 people where the conditions of Section 22.56.1754 have not or cannot be met. This provision shall not be construed to authorize the modification of development standards required for establishment of such bar, cocktail lounge or restaurant, except as otherwise provided by Part 2 of Chapter 22.56.
- Night clubs.
- Oil or gas wells and observation facilities.
- Outdoor display, sales and storage.
- Publicly owned uses necessary to the maintenance of the public health, convenience or general welfare.
- Schools, through grade 12, accredited, including appurtenant facilities, which offer instruction required to be taught in the public schools by the State of California, in which no pupil is physically restrained, but excluding trade schools.
- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of this Specific Plan.
- Storage of personal and household items where allowed by the Site-Specific Development Guidelines of this Specific Plan.
- Theaters and other auditoriums.
~~- Youth hostels.~~

B. The following uses, provided the specified permit has first been obtained, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Temporary uses as provided in Part 14 of Chapter 22.56.

22.46.1410 ***Visitor Serving/ Convenience Commercial*** **- Development Standards.** These standards shall apply for all uses in the Visitor Serving/Convenience Commercial category:

- Building height is limited to a maximum of ***45*** ~~140~~ feet.
- Front, rear and side yard setbacks shall be a minimum of 10 feet in addition to the required highway setback. View corridors, public open space areas and/or accessways ***or emergency accessways*** required in this Specific Plan may be designed and integrated with the required front, side and rear yard setbacks or located elsewhere on the property if ~~the Director finds that~~ such design will enhance visual and physical access to the shoreline.
- ***Visitor Serving/Convenience Commercial uses shall not reduce the amount of land area devoted to existing visitor serving, boating or***

coastal dependent marine commercial uses. a) With the exception of facilities located on parcels 1, 56, 54, and 55, which shall be preserved on site, boating facilities may be relocated in conjunction with development so long as the same or larger boating facility is replaced within the Marina, and water/and or anchorage access necessary to allow the use to operate is preserved. b) Any project which relocates an existing coastal dependent boating use, including but not limited to boat launching, boat storage, boater parking and access, shall be phased so that said use is replaced within the Marina before the development which displaces it may commence.

c) Visitor serving uses shown on LUP Map 6, Existing/Proposed Visitor-Serving Facilities, shall be preserved or replaced on-site, as part of re-development.

d) Other existing recreation, visitor serving and marine commercial facilities not shown on LUP Map 6 may be relocated in conjunction with development as long as the use is replaced within the Marina before the development which displaces it may commence.

22.46.1420 Marine Commercial - Intent. Marine Commercial is intended as a category which will allow coastal-related and coastal-dependent land and water uses, including storage and repair of boats.

22.46.1430 ***Marine Commercial -*** **~~Principal~~ Permitted Uses~~.~~** Property in the Marine Commercial category may be used for:

A. The following ***principal permitted use*** ~~primary uses~~:

Boat launching and open storage.

B. The following permitted uses

- Bait and tackle sales and rental.
- Bicycle and pedestrian path rights-of-way.
- Boat and marine sales and service.
- ~~Boat launching.~~
- Boat operation, rental, charter and moorage.
- Boat repair, minor, including rigging, sanding and tune-ups but excluding spray painting and major engine overhauls.
- Dry boat storage ***within racks or structures less than 45 feet high***.
- Ferries, water taxis, harbor cruises, and other scenic boating.
- Launch hoists.
- Marine gas sales and accessory retail.
- Moorage.
- Parking for boating-related uses.
- ***Public Parks and fishing areas.***
- Sales, rental and repair of marine supplies.
- Sale of food, beverages and sundries as a convenience to boaters.
- Schools for teaching boating, sailing and other marine-related activities.
- Transient boating visitor facilities, including docks, showers, restrooms and laundry, but excluding overnight accommodations.
- Wet slips.
- ~~Yacht clubs~~.

C. ~~B~~. The following uses only when in conjunction with a primary use listed in Subsection A above, ***a permitted use listed in Subsection B above,*** or with a use listed in Section 22.46.1440 below, subject to the same limitations and conditions provided in Section 22.46.1230:

- Accessory buildings, structures and uses customarily used in conjunction with the primary building or use of the property.
- Building materials, storage of.
- Grading projects, off-site transport.
- ***Office uses related to on site boating activities, including yacht brokerage, marine insurance, ~~admiralty law, marine accountancy,~~ marine engineering and design services, provided that the area devoted to such uses does not exceed 2000 square feet, ~~at least 50 percent of and~~ the business conducted in the building is marine or boating-related and accessory to the principal use on the parcel.***-
- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of this Specific Plan ***and approved by the Design Control Board.***

22.46.1440 *Marine Commercial* - Uses Subject to Additional Permits. Property in the Marine Commercial category may be used for:

A. The following uses provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Access to property lawfully used for a purpose not permitted in the Marine Commercial category.
- Boat repair, painting and limited manufacturing.
- Boathouses, rowing clubs and facilities associated with crew racing.
- Grading projects, off-site transport, where more than 100,000 cubic yards of material are to be transported, subject to the conditions and limitations of Sections 22.56.210 and 22.56.230.
- Grading projects, on-site.
- Office uses related to boating activities, including yacht brokerage, marine insurance, admiralty law, marine accountancy, marine engineering and design services, provided that no more than twenty-five percent (25%) of the site is devoted to such uses. ~~at least 50 percent of the business conducted in the building is marine or boating-related~~.
- Oil and gas wells and observation facilities.
- Parking lots and parking buildings.
- Publicly owned uses necessary to the maintenance of the public health, convenience or general welfare.
- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of this Specific Plan ***and approved by the Design Control Board.***
- ***Yacht clubs.***

B. The following uses, provided the specified permit has first been obtained, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Temporary uses as provided in Part 14 of Chapter 22.56.

22.46.1450 *Marine Commercial* - Development Standards. These standards shall apply for all uses in the Marine Commercial category.

- Building height is limited to a maximum of -***45 feet, except that dry stack storage uses may be allowed a maximum of 75 feet when allowed by the site specific development guidelines.***
- Front, rear and side yard setbacks shall be a minimum of five feet, in addition to the required highway ***and promenade*** setbacks. View corridors, public open space areas and/or accessways required in this Specific Plan may be designed and integrated with the required front, side and rear yard setbacks or located elsewhere on the property if the Director finds that such design will enhance visual and physical access to the shoreline.

Marine commercial uses shall not reduce the amount of land area devoted to existing visitor serving, boating or marine commercial uses. a) With the exception of facilities located on parcels 1, 56, 54, and 55, which shall be preserved on site, boating facilities may be relocated in conjunction with development so long as the same or larger boating facility is replaced within the Marina, and water/and or anchorage access necessary to allow the use to operate is preserved. b) Any project which relocates an existing coastal dependent boating use, including but not limited to boat launching, boat storage, boater parking and access, shall be phased so that said use is replaced within the Marina before the development which displaces it may commence.

c) Visitor serving uses shown on LUP Map 6, Existing/Proposed Visitor-Serving Facilities, shall be preserved or replaced on-site, as part of re-development.

d) Other existing recreation, visitor serving and marine commercial facilities not shown on LUP Map 6 may be relocated in conjunction with development as long as the use is replaced within the Marina before the development which displaces it may commence.

- Parcels developed with yacht clubs shall reserve a minimum of 50 percent of the land area for boat storage uses.

22.46.1460 Boat Storage - Intent. ***Boat Storage is intended as a category allowing storage and repair of boats.***

22.46.1470 Boat Storage - ~~Principal~~ Permitted Uses. Property in the Boat Storage category may be used for:

A. The following ***principal permitted use*** ~~primary uses~~:

Boat launching and open storage of boats.

B. The following permitted uses

- Bicycle and pedestrian path rights-of-way.
- Boat launching.
- Boat repair, minor, including rigging, sanding and tune-ups but excluding spray painting and major engine overhauls.
- Dry boat storage.
- Launch hoist.
- Moorage.
- Parking for boating-related uses.
- Public Parks and picnic areas.
- Transient boating visitor facilities, including docks and showers.

- Wet slips.

C. B. The following uses only when in conjunction with a primary use listed in Subsection A above, a permitted use listed in Subsection B above, or with a use listed in Section 22.46.1480 below, subject to the same limitations and conditions provided in Section 22.46.1230:

- Accessory buildings, structures and uses customarily used in conjunction with the primary building or use of the property not exceeding a total of 1,000 square feet or 10% of the area of the property, whichever is lesser.
- Bait and tackle sales and rental not exceeding 500 square feet or 10% of the area of the property, whichever is lesser.
- Building materials, storage of.
- Grading projects, off-site transport.
- Sale of food, beverages and sundries as a convenience to boaters. not exceeding 500 square feet or 10% of the area of the property, whichever is lesser.
- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of this Specific Plan and approved by the Design Control Board.

22.46.1480 *Boat Storage* - Uses Subject to Additional Permits. *Property in the Boat Storage category may be used for:*

A. The following uses provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Access to property lawfully used for a purpose not permitted in the Boat Storage category.
- Boat houses, rowing clubs, and facilities associated with crew racing.
- Dry stack storage buildings.
- Grading projects, off-site transport, where more than 100,000 cubic yards of material are to be transported, subject to the conditions and limitations of Sections 22.56.210 and 22.56.230.
- Grading projects, on-site.
- Oil or gas wells and observation facilities.
- Parking lots and parking buildings.
- Publicly owned uses necessary to the maintenance of the public health, convenience or general welfare.
- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of this Specific Plan.

B. The following uses, provided the specified permit has first been obtained, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Temporary uses as provided in Part 14 of Chapter 22.56.

22.46.1490 Boat Storage - Development Standards. These standards shall apply for all uses in the Boat Storage category.

- Building height is limited to a maximum of 25 feet, except that dry stack storage uses may be allowed a maximum of 75 feet when allowed by site specific development guidelines.
- Front, rear and side yard setbacks shall be a minimum of five feet, in addition to the required highway setback. View corridors, public open space areas and/or accessways required in this Specific Plan may be designed and integrated with the required front, side and rear yard setbacks or located elsewhere on the property if the Director finds that such design will enhance visual and physical access to the shoreline.
- Boat storage uses shall not reduce the amount of land area devoted to the existing coastal dependent boating use, including but not limited to boat launching, boat storage, boater parking and public access. a) With the exception of facilities located on parcels 1, 56, 54, and 55, which shall be preserved on site, boating facilities may be relocated in conjunction with development so long as the same or larger boating facility is replaced within the Marina, and water/and or anchorage access necessary to allow the use to operate is preserved. b) Any project which relocates an existing coastal dependent boating use, including but not limited to boat launching, boat storage, boater parking and access, shall be phased so that said use is replaced within the Marina before the development which displaces it may commence.
c) Visitor serving uses shown on LUP Map 6, Existing/Proposed Visitor-Serving Facilities, shall be preserved or replaced on-site, as part of re-development.
d) Other existing recreation, visitor serving and marine commercial facilities not shown on LUP Map 6 may be relocated in conjunction with development as long as the use is replaced within the Marina before the development which displaces it may commence.

22.46.1500 Office - Intent. The Office category is intended to authorize a variety of generalized offices.

22.46.1510 *Office* - ~~Principal~~ Permitted Uses. Property in the Office category may be used for:

A. The following ***principal permitted use*** ~~primary uses~~:

- Office buildings.

B. The following permitted uses

- Banks, savings and loans.
- Bicycle and pedestrian path rights-of-way.
- Offices, business or professional.
- ***Public Parks and picnic areas.***
- ***Youth hostels***

C. ~~B~~. The following uses only when in conjunction with a primary use listed in Subsection A, ***a permitted use listed in Subsection B*** above or with a use listed in Section 22.46.1520 below, subject to the same limitations and conditions provided in Section 22.46.1230:

- Accessory buildings, structures and uses customarily used in conjunction with the primary building or use of the property.
- Building materials, storage of.
- Grading projects, off-site transport.
-***Public parks and Picnic areas***.
- Retail commercial, restaurant, personal and business services located on the ground floor only.
- ***On-site*** signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of this Specific Plan ***and approved by the Design Control Board***.

22.46.1520 *Office* - Uses Subject to Additional Permits. Property in the Office category may be used for:

A. The following uses provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Access to property lawfully used for a purpose not permitted in the Office category.
- Grading projects, off-site transport, where more than 100,000 cubic yards of material are to be transported, subject to the conditions and limitations of Sections 22.56.210 and 22.56.230.
- Grading projects, on-site.
- Oil or gas wells and observation facilities.
- Parking for boating-related uses.
- Parking lots and parking buildings.
- Publicly owned uses necessary to the maintenance of the public health, convenience or general welfare.
- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of this Specific Plan.

B. The following uses, provided the specified permit has first been obtained, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Temporary uses as provided in Part 14 of Chapter 22.56.

22.46.1530 *Office* - Development Standards. These standards shall apply for all uses in the Office category.

- Building height is limited to a maximum of ***45 feet seaward of the loop roads and a maximum of*** 225 feet ***on all other parcels***.
- Front, rear and side yard setbacks shall be a minimum of 10 feet in addition to the required highway ***emergency access*** and ***promenade*** setback. View corridors, public open space areas and/or accessways required in this Specific Plan may be designed and integrated with the required front, side and rear yard setbacks or located elsewhere on the property if ~~the Director finds that~~ such design will enhance visual and physical access to the shoreline.
- ***Office and Mixed Use projects shall not reduce the amount of land area devoted to existing visitor serving, boating or marine commercial uses. a) With the exception of facilities located on parcels 1, 56, 54, and 55, which shall be preserved on site, boating***

facilities may be relocated in conjunction with development so long as the same or larger boating facility is replaced within the Marina, and water/and or anchorage access necessary to allow the use to operate is preserved. b) Any project which relocates an existing coastal dependent boating use, including but not limited to boat launching, boat storage, boater parking and access, shall be phased so that said use is replaced within the Marina before the development which displaces it may commence.

c) Visitor serving uses shown on LUP Map 6, Existing/Proposed Visitor-Serving Facilities, shall be preserved or replaced on-site, as part of re-development.

d) Other existing recreation, visitor serving and marine commercial facilities not shown on LUP Map 6 may be relocated in conjunction with development as long as the use is replaced within the Marina before the development which displaces it may commence.

22.46.1540 Parking - Intent. Parking is intended as a category which will provide areas for public motor vehicle parking, particularly for visitors to Marina del Rey.

22.46.1550 ***Parking*** **- ~~Principal~~ Permitted Uses.** Property in the Parking category may be used for:

A. The following ***principal permitted use*** ~~primary uses~~:

- Surface public parking lots

B. The following permitted uses

- Bicycle and pedestrian path rights-of-way.
- Information directories.
- Parking lots and parking buildings ***up to 45 feet high***.
- Parking for boating-related uses.
- ***Public Parks and picnic areas.***

C. ~~B~~. The following uses only when in conjunction with a primary use listed in Subsection A above, ***a permitted use listed in Subsection B above,*** or with a use listed in Section 22.46.1560 below, subject to the same limitations and conditions provided in Section 22.46.1230:

- Accessory buildings, structures and uses customarily used in conjunction with the primary building or use of the property.
- Building materials, storage of.
- Grading projects, off-site transport.
- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of this Specific Plan ***and approved by the Design Control Board.***
- Structures used for fee collection.

22.46.1560 ***Parking*** **- Uses Subject to Additional Permits.** Property in the Parking category may be used for:

A. The following uses provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Access to property lawfully used for a purpose not permitted in the Parking category.
- Grading projects, off-site transport, where more than 100,000 cubic yards of material are to be transported, subject to the conditions and limitations of Sections 22.56.210 and 22.56.230.
- Grading projects, on-site.
- Oil or gas wells and observation facilities.
- Publicly owned uses necessary to the maintenance of the public health, convenience or general welfare.
- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of this Specific Plan ***and approved by the Design Control Board.***

...

Youth Hostels

~~Public parks.~~

B. The following uses, provided the specified permit has first been obtained, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Temporary uses as provided in Part 14 of Chapter 22.56.

22.46.1570 ***Parking*** **- Development Standards.** These standards shall apply for all uses in the Parking category:

- Heights shall be limited according to parcel specific standards in ***Section 22.46.1780,*** the Site-Specific Development Guidelines of this Specific Plan, ***but at a maximum, no more than 45 feet in height on moles and seaward of loop roads, and no more than 90 feet in height north of Admiralty Way or adjacent to Lincoln Boulevard.***
- Standards shall be as set forth in Part 11, Chapter 22.52 of the Zoning Ordinance for the County of Los Angeles, ~~except for the number of parking spaces required for a use, which shall be as set forth in the Specifications and Minimum Standards manual.~~
- ***Parking lots shall not reduce the amount of land area devoted to existing visitor serving, boating or marine commercial uses. a) With the exception of facilities located on parcels 1, 56, 54, and 55, which shall be preserved on site, boating facilities may be relocated in conjunction with development so long as the same or larger boating facility is replaced within the Marina, and water/and or anchorage access necessary to allow the use to operate is preserved. b) Any project which relocates an existing coastal dependent boating use, including but not limited to boat launching, boat storage, boater parking and access, shall be phased so that said use is replaced within the Marina before the development which displaces it may commence.***

c) Visitor serving uses shown on LUP Map 6, Existing/Proposed Visitor-Serving Facilities, shall be preserved or replaced on-site, as part of re-development.

d) Other existing recreation, visitor serving and marine commercial facilities not shown on LUP Map 6 may be relocated in conjunction with development as long as the use is replaced within the Marina before the development which displaces it may commence.

22.46.1580 Public Facilities - Intent. The Public Facilities category is intended to provide areas for public services and facilities other than public right-of-way, parking and open space.

22.46.1590 ***Public Facilities*** **- ~~Principal~~ Permitted Uses.** Property in the Public Facilities category may be used for:

A. The following ***principal permitted use*** ~~primary uses~~:

Publicly owned facilities

B. The following permitted uses:

- Administrative offices.
- Fire stations.
- Libraries.
- Police Stations.
- Public utility facilities.
- ***Public parks and picnic areas.***
- Rights-of-way for bicycle and pedestrian paths.

C. ~~B~~. The following uses only when in conjunction with a primary use listed in Subsection A above, ***a permitted use listed in Subsection B above,*** or with a use listed in Section 22.46.1600 below, subject to the same limitations and conditions provided in Section 22.46.1230:

- Accessory buildings, structures and uses customarily used in conjunction with the primary building or use of the property.
- Building materials, storage of.
- Grading projects, off-site transport.
- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of this Specific Plan.

22.46.1600 ***Public Facilities*** **- Uses Subject to Additional Permits.** Property in the Public Facilities category may be used for:

A. The following uses provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Access to property lawfully used for a purpose not permitted in the Public Facilities category.
- Grading projects, off-site transport, where more than 100,000 cubic yards of material are to be transported, subject to the conditions and limitations of Sections 22.56.210 and 22.56.230.
- Grading projects, on-site.
- Oil or gas wells and observation facilities.
- Parking for boating-related uses
- Parking lots and parking buildings.
- Publicly owned uses necessary to the maintenance of the public health, convenience, or general welfare.

- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of this Specific Plan.
- Visitor serving commercial uses listed in Sections 22.46.1390 and 22.46.1400 when allowed by the Site- Specific Development Guidelines of this Specific Plan.

B. The following uses, provided the specified permit has first been obtained, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Temporary uses as provided in Part 14 of Chapter 22.56.

22.46.1610 ***Public Facilities*** **- Development Standards.** These standards shall apply for all uses in the Public Facilities category:

- Building height is limited to a maximum of ***45 feet except that theme towers may extend to a maximum of*** 140 feet ***unless otherwise restricted by the site specific guidelines.***
- Front, rear and side yard setbacks shall be a minimum of 10 feet in addition to the required highway ***and promenade*** setback.

22.46.1620 Open Space - Intent. The Open Space category is intended to provide passive and active recreational opportunities.

22.46.1630 ***Open Space*** **- ~~Principal~~ Permitted Uses.** Property in the Open Space category may be used for:

A. The following ***principal permitted use*** ~~primary uses~~:

Public parks and picnic areas.

B. The following permitted uses

- Bicycle and pedestrian path rights-of-way.
- Campgrounds, on a lot or parcel of land having not less than one acre.
- Parks, playgrounds and beaches, with all appurtenant facilities customarily found in conjunction therewith.
- Public promenades.
- Riding and hiking trails, excluding trails for motor vehicles.
- View parks and view areas.
- Visitor serving concession operations, limited ***to no more than 500 square feet.***.

B. The following uses only when in conjunction with a primary use listed in Subsection A above or with a use listed in Section 22.46.1640 below, subject to the same limitations and conditions provided in Section 22.46.1230:

- Accessory buildings, structures and uses customarily used in conjunction with the primary building or use of the property.
- Building materials, storage of.
- Grading projects, off-site transport.
- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of this Specific Plan.

22.46.1640 ***Open Space*** **- Uses Subject to Additional Permits.** Property in the Open Space category may be used for:

A. The following uses provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Access to property lawfully used for a purpose not permitted in the Open Space category.
- Grading projects, off-site transport, where more than 100,000 cubic yards of material are to be transported, subject to the conditions and limitations of Sections 22.56.210 and 22.56.230.
- Grading projects, on-site.
- Oil or gas wells and observation facilities.
- Parking for boating-related uses.
- Parking lots, but excluding commercial parking lots.
- Publicly owned uses necessary to the maintenance of the public health, convenience or general welfare.
- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of this Specific Plan.
- Youth hostels, where permitted by Site Specific Development Guidelines.

B. The following uses, provided the specified permit has first been obtained, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Temporary uses as provided in Part 14 of Chapter 22.56.

22.46.1650 ***Open Space -*** **Development Standards.** These standards shall apply for all uses in the Open Space Category:

- No structure over ~~45~~ ***25*** feet in height shall be constructed.

22.46.1660 Water - Intent. Water is intended as a category for recreational use, docking and fueling of boats, flood control and light marine commercial.

22.46.1670 ***Water -*** **~~Principal~~ Permitted Uses.** Property in the Water category may be used for:

A. The following ***principal permitted use*** ~~primary uses~~:

- Water oriented recreational activities, including boating, fishing, rowing, sightseeing, wind surfing.

B. The following permitted uses

- Bicycle and pedestrian path rights-of-way.
- Boat docks, piers.
- Boating-related equipment storage.
- Public view areas.
~~- Recreational activities, including boating, fishing, rowing, sightseeing, wind surfing.~~
- Schools for boating, sailing and other marine-related activities in which teaching is done on the water.
- Wet slips.

C. ~~B~~. The following uses only when in conjunction with a primary use listed in Subsection A above, ***a permitted use listed in Subsection B above,*** or with a use listed in Section 22.46.1680 below, subject to the same limitations and conditions provided in Section 22.46.1230:

- Accessory buildings, structures and uses customarily used in conjunction with the primary building or use of the property.
- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of this Specific Plan.

22.46.1680 Water - Uses Subject to Additional Permits. Property in the Water category may be used for:

A. The following uses provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Access to property lawfully used for a purpose not permitted in the Water category.
- Boat fuel docks.
- Boat repair docks.
- Boathouses, rowing clubs and facilities associated with crew racing.
- Docking facilities for charter boats, sightseeing tours, party boats, etc.
- Oil and gas wells and observation facilities.
- Publicly owned uses necessary to the maintenance of the public health, convenience or general welfare.
- Signs as provided in Part 10 of Chapter 22.52 and in Section 22.46.1060 of this Specific Plan.

B. The following uses, provided the specified permit has first been obtained, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Temporary uses as provided in Part 14 of Chapter 22.56.

22.46.1690 Water - Development Standards. These standards shall apply for all uses in the Water category.

- Building height is limited to a maximum of 15 feet.
- Development of new boat slips must be accompanied by adequate parking and landside facilities, including boater restrooms.

Overlay Land Use Categories

22.46.1700 Waterfront Overlay Zone - Intent. Waterfront Overlay is intended as an overlay land use category applied ***as a permitted use*** to ~~most~~ ***residentially and commercially zoned*** waterfront parcels in addition to the ***other permitted*** ~~primary~~ land use categor***ies***~~y~~ of the site. The overlay is designed to encourage coastal-related and coastal-dependent land uses while increasing development flexibility. The Waterfront Overlay permits the combination of Hotel, Visitor-Serving Commercial, and Marine Commercial land uses with the primary land use category of a site; mixing of these uses within a structure is also permitted.

22.46.1710 ***Waterfront Overlay Zone*** **-** ~~**Principal**~~ **Permitted Uses.** Property in the Waterfront Overlay Zone may be used for:

A. The following ***principal permitted use*** ~~primary uses~~:

. ***The*** ~~Any~~ use ~~listed~~ ***identified*** as a ***the*** Principal Permitted Use ***on the parcel subject to the application as*** ~~, in any of the primary land use categories which are~~ designated in the Site-Specific Development Guidelines for that parcel.

B. ***The following permitted uses: hotels, visitor serving commercial, boat storage , or Marine commercial or any use (2) identified*** as a Permitted Use ***on the parcel subject to the application*** ~~in any of the primary~~ ***permitted*** land use categories which are designated in the Site-Specific Development Guidelines for that parcel.

C. Any accessory use listed in Subsection ***C.*** ~~B~~ of ~~Principal~~ Permitted Uses ***or permitted uses*** for any of the primary land use categories which are designated in the Site-Specific Development Guidelines for that parcel, provided the use is developed in conjunction with an allowed primary Principal Permitted Use or with a use allowed by Section 22.46.1720 below.

22.46.1720 *Waterfront Overlay Zone* - Uses Subject to Additional Permits.

Property in the Waterfront Overlay Zone may be used for:

A. Any use listed as a Principal Permitted Use, ***Permitted Use,*** or Uses Subject to Additional Permits in the Hotel, Visitor-Serving/Convenience Commercial and Marine Commercial land use categories, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56.

B. The following uses, provided the specified permit has first been obtained, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Temporary uses as provided in Part 14 of Chapter 22.56.

22.46.1730 *Waterfront Overlay Zone* - Development Standards.

A. Development standards in the Waterfront Overlay Zone shall be equivalent to the standards of the respective primary land use categories in this chapter. Development permitted by the Waterfront Overlay Zone must be consistent with the development standards of the primary land use category which permits the use. The Site-Specific Development Guidelines shall also apply and shall supersede the land use category standards when the standards differ.

B. A detailed plot plan shall be submitted which accurately shows the location and dimensions of all improvements including streets, walkways, water areas, buildings, parcel lines, landscaped areas, buildings, etc. Multi-story buildings and areas of mixed uses shall be indicated. Where applicable, the plans shall indicate the boundary lines of the land use categories located on the subject property; the land area for each category shall be calculated and shown on the plan. A tentative map shall be filed when required by Title 21 of this Code. Information shall be submitted which indicates how the proposed development is consistent with the allocation of development in the Development Zone where the parcel resides, as specified in the Site Specific Development Guidelines.

C. All development shall be carried out consistent with a plot plan submitted with the initial application on the property. The plot plan shall be consistent with the Specific Plan. The plot plan shall cover the entire parcel, and if there is phasing of the project, shall show phasing consistent with the provisions of the Specific Plan.

a) approval of water front overlay zone projects shall be based on the findings that a proposed project will provide improved public shoreline access, public recreational use, public views and day use by the general public, without detracting from public recreation facilities, including boat slips.

b) Mixed use projects permitted by the Waterfront Overlay Zone shall not reduce the amount of land area devoted to existing visitor serving, boating or marine commercial uses. a) With the exception of facilities located on parcels 1, 56, 54, and 55, which shall be preserved on site, boating facilities may be relocated in conjunction with development so long as the same or larger boating facility is replaced within the Marina, and water/and or anchorage access necessary to allow the use to operate is preserved. b) Any project which relocates an existing coastal dependent boating use, including but not limited to boat launching, boat storage, boater parking and access, shall be phased so that said use is replaced within the Marina before the development which displaces it may commence.
c) Visitor serving uses shown on LUP Map 6, Existing/Proposed Visitor-Serving Facilities, shall be preserved or replaced on-site, as part of re-development.
d) Other existing recreation, visitor serving and marine commercial facilities not shown on LUP Map 6 may be relocated in conjunction with development as long as the use is replaced within the Marina before the development which displaces it may commence.

22.46.1740 Mixed Use Overlay Zone - Intent. Mixed Use Overlay is intended as an overlay land use category applied to selected parcels in addition to the primary land use category of the site. The overlay is designed to encourage mixed use projects and increase overall development flexibility. The Mixed Use Overlay permits the combination of any land use category with the primary land use category of a site; mixing of uses within a structure is also permitted.

22.46.1750 ***Mixed Use Overlay Zone -*** **~~Principal~~ Permitted Uses.** Property in the Mixed Use Overlay Zone may be used for:

A. The following ***principal permitted use*** ~~primary uses~~:

. ***The*** ~~Any~~ use ~~listed~~ ***identified*** as a ***the*** Principal Permitted Use ***on the parcel subject to the application as*** ~~, in any of the primary land use categories which are~~ designated in the Site-Specific Development Guidelines for that parcel.

B. ***The following permitted uses: any use (2) identified*** as a Permitted Use ***on the parcel subject to the application*** ~~or in any of the~~

~~primary~~ ***permitted*** land use categories which are designated in the Site-Specific Development Guidelines for that parcel.

C. Any accessory use listed in Subsection ***C.*** ~~B~~ of ~~Principal~~ Permitted Uses ***or permitted uses*** for any of the primary land use categories which are designated in the Site-Specific Development Guidelines for that parcel, provided the use is developed in conjunction with an allowed primary Principal Permitted Use or with a use allowed by Section 22.46.***1760*** below.

22.46.1760 ***Mixed Use Overlay Zone -*** **Uses Subject to Additional Permits.** Property in the Mixed Use Overlay Zone may be used for:

A. Any use listed as a Principal Permitted Use, ***Permitted Use*** or Uses Subject to Additional Permits in any land use category, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56.

B. The following uses, provided the specified permit has first been obtained, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Temporary uses as provided in Part 14 of Chapter 22.56.

22.46.1770 ***Mixed Use Overlay Zone -*** **Development Standards.**
A. Development standards in the Mixed Use Overlay Zone shall be equivalent to the standards of the respective primary land use categories in this chapter. Development permitted by the Mixed Use Overlay Zone must be consistent with the development standards of the primary land use category which permits the use. The Site-Specific Development Guidelines shall also apply and shall supersede the land use category standards when the standards differ.

B. A detailed plot plan shall be submitted which accurately shows the location and dimensions of all improvements including streets, walkways, water areas, buildings, parcel lines, landscaped areas, buildings, etc. Multi-story buildings and areas of mixed uses shall be indicated. Where applicable, the plans shall indicate the boundary lines of the land use categories located on the subject property; the land area for each category shall be calculated and shown on the plan. A tentative map shall be filed when required by Title 21 of this Code. Information shall be submitted which indicates how the proposed development is consistent with the allocation of development in the Development Zone where the parcel resides, as specified in the Site Specific Development Guidelines.

C. All development shall be carried out consistent with a plot plan submitted with the initial application on the property. The plot plan shall be consistent with the Specific Plan. The plot plan shall cover the entire parcel, and if there is phasing of the project, shall show phasing consistent with the provisions of the Specific Plan. ***Mixed use projects shall not shall not reduce the amount of land area devoted to existing visitor serving, boating or marine commercial uses. a) With the exception of facilities located on parcels 1, 56, 54, and 55, which shall be ;preserved on site, boating facilities may be relocated in conjunction with development so long as the same or larger boating facility is replaced within the Marina, and water/and***

or anchorage access necessary to allow the use to operate is preserved. b) Any project which relocates an existing coastal dependent boating use, including but not limited to boat launching, boat storage, boater parking and access, shall be phased so that said use is replaced within the Marina before the development which displaces it may commence.

c) Visitor serving uses shown on LUP Map 6, Existing/Proposed Visitor-Serving Facilities, shall be preserved or replaced on-site, as part of re-development.

d) Other existing recreation, visitor serving and marine commercial facilities not shown on LUP Map 6 may be relocated in conjunction with development as long as the use is replaced within the Marina before the development which displaces it may commence.

22.46.1780 Site Specific Development Guidelines - Purpose. These guidelines set forth site specific development standards and guidelines for parcels within the existing Marina ~~which are proposed for reconstruction~~. As used in these Site Specific Guidelines ~~and in the Use Restrictions and Development Standards~~, the word "shall" means a requirement is mandatory whereas the word "may" means the standards are encouraged but not imperative. Development Zones are identified in Exhibit 4, Marina Development Zones. Exhibits 5 through 19 illustrate the various parcels within each development zone. Parcel numbers for the existing Marina are those used in lease parcel identification by Los Angeles County. Category boundaries for parcels containing more than one category may be found on the maps included in these Site Specific Guidelines.

Maximum buildouts and land uses are identified for each Development Zone. Certain existing or allocated development may be converted to other uses in the same development zone, consistent with subsection 22.46.1090~~(C)(5)~~C.5. of this Specific Plan and the land use category(ies) of the affected parcel(s).

Each parcel has an identified primary land use category, required public improvements (if any) and special development considerations. ***With the exception of parcel 9, which is under the control of the Los Angeles County Department of Beaches and Harbors, all parcels in the Marina del Rey are now developed, and their present use is indicated on pages C-21-25 of Appendix C of the certified Local Coastal Program, (Specifications and Minimum Standards of Architectural Treatment and Construction.)*** The ***additional*** development potential of a parcel is dependent upon the land use category(ies) of the parcel and the development allocated to the zone in which the parcel resides. Development monitoring shall continuously track the amount of ***additional*** development available in every zone; after an expansion project is approved, the ***additional*** development granted as part of the approval shall be deducted from the development available in a project's development zone. The balance will be the development available for future projects in the zone. Once the buildout allocated to a development zone is depleted to a zero development balance, future development in the zone is limited to recycling of uses with no expansions or increased trip generation. Existing uses shall be maintained on parcels residing in zones with a zero development balance, except for development consistent with the conversion provisions of Section 22.46.1090~~(C)(5)~~C.5.

Records. The Department of Regional Planning shall maintain a public record, open for public review and inspection, of a) the amount of redevelopment granted in each Development zone, b) the amount of redevelopment remaining in each zone, and, c) the amount of redevelopment, proposed in pending

applications in each zone. Copies of this public log shall be forwarded semi- [illegible] ***the Department of Beaches and Harbors and the California Coastal Commission.***

Definitions. Maintenance of a use means the existing or similar use, height, floor area or intensity and peak hour trip generation of a parcel shall remain the same. Required public improvements are those improvements the parcel lessee will be required to make when new development or recycling of uses ***on the leasehold*** occurs.. Special development considerations refer to special circumstances or conditions which shall be observed at the time of development.

All parcels are subject to the phasing requirements outlined in Sections ***22.46.1060 and*** 22.46.1090 of this Specific Plan. In addition, all parcels ***are subject to the conditions of development and*** must conform to the Use Restrictions and Development Standards and to these site specific guidelines. ~~In certain instances, the Specific Plan will reference the Zoning Ordinance, Title 22, of the Los Angeles County Code. These references may be found in Appendix B. In instances where the Specific Plan is silent with regard to applicable development standards, the provisions of Title 22 shall apply.~~ Finally, development on all parcels in the existing Marina ***is subject to the review of the Design Control Board.*** ~~must conform with the Specifications and Minimum Standards of Architectural Treatment and Construction, (Appendix C) administered by~~ the Department of Beaches ~~and Harbors.~~ ***As used in these Land Use Restrictions and in the Site-Specific Guidelines, the word "shall" means a requirement is mandatory whereas the word "may" means the standards are encouraged but not imperative. Where site-specific guidelines found in Sections 12.26.1790 or the conditions of development found in Section 22.46.1190 differ from the Land Use category regulations and Development Standards listed in section 22.46.1200 above, such site-specific standards and conditions of development shall supersede the land use category regulations.*** If there is a conflict ***among these development standards,*** ~~between the Specific Plan and the Specifications manual,~~ the more restrictive ***standard*** ~~document~~ ***shall*** ~~will~~ control.

It is the intent of this Specific Plan to allow the development of public facility uses as needed to serve the visitors and residents of Marina del Rey. Such uses shall include, but not be limited to, parking, fire, sheriff, beach, library, ***park, public transportation*** and other emergency and non-emergency services required for the day-to-day operation of the Marina.

22.46.1790 Site Specific Development Guidelines by Development Zone. The following site specific guidelines shall apply to each respective parcel in Marina del Rey:

~~A. Existing Marina~~

1. Bora Bora Development Zone (Exhibit 5)
   Parcels 1, 3, 112, 113, BR
   Development Allocation: 610 Dwelling Units
   Conversion potential

   - Parcel 1
     Categories: Marine Commercial
     Water
     ~~Waterfront Overlay~~

   - Parcel 3
     Category: Parking
     Open Space

   - Parcel 112

Categories: Residential V
Water
Waterfront Overlay

- Parcel 113
Categories: Residential V
Waterfront Overlay

- Parcel BR
Category: Open Space
Required Public Improvements:

- Development shall provide waterfront public pedestrian access consistent with Section 22.46.1150 of this Specific Plan.
- A continuous ***28*** ~~20~~-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan. New development or intensification on Parcels 112 and 113 shall require ***reservation of public open space and*** the construction of a public pedestrian promenade consistent with the ***28*** ~~20~~-foot wide standard.
- ***- Public vehicular access shall be maintained along Bora Bora Way. No fewer than ten public parking spaces shall be provided in a landscaped parking area adjacent to the gas dock.***
- A small waterfront viewing park not less than 500 square feet in area shall be provided on Parcel 112 in conjunction with Phase II development.
- A small waterfront viewing park not less than 500 square feet in area shall be provided on Parcel 113 on a platform over the bulkhead, in conjunction with Phase II development.
  Park and picnic facilities, including a rest room shall be installed in parcel 3 in conjunction with new development in the Bora Bora Development Zone.

Special Development Considerations:

- New building construction on Parcel 112 shall relate to Bora Bora Way and landscaping shall be enhanced.
- ***On Parcel 113, building height is limited to height category 6.***
- ***On Parcel 112, building height is limited to height category 6.***
- On Parcel 1, building height is limited to height category 1
- On Parcel 3, building height is limited to height category 1,

2. Tahiti Development Zone (Exhibit 6)
Parcels 7, 8, 9, 111
Development Allocation: 275 Dwelling Units
~~75~~ ***288*** Hotel Rooms/Motel Units
76 Boat Slips
Conversion potential

- Parcel 7
Categories: Residential III
Water
Waterfront Overlay

- Parcel 8

Categories: Residential III
Water
Waterfront Overlay

-Parcel 9
Categories: ~~Residential V~~ ***Hotel***
Water
~~Waterfront Overlay~~

-Parcel 111
Categories: Residential III (mole portion)
Residential V (western portion)
Water
Waterfront Overlay

Required Public Improvements:

- A continuous ~~20~~ ***28***-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan.

Special Development Considerations:

- On Parcel 7, building height is limited to height category ***2*** ~~1~~, a maximum of 45 feet.
- On Parcel 8 and the mole portion of Parcel 111, building height is limited according to ~~Section 22.46.1060 (E),~~ height category ***3.***
- On Parcel 9, ***building height category 5.***
- ***On*** ~~and~~ the western portion of Parcel 111, building height is limited according to Section 22.46.1060 (E), ***height category 5*** ~~height category 4 140-225 feet.~~

3. Marquesas Development Zone (Exhibit 7)
Parcels 10, 12, 13, FF
Development Allocation: 320 Dwelling Units
15 KSF Retail
76 Boat Slips
Conversion Potential

- Parcel 10
Categories: Residential V (western portion)
Residential III (mole portion)
Water
Waterfront Overlay

- Parcel 12
Categories: Residential IV
Water
Waterfront Overlay

- Parcel 13
Categories: Residential III
Water
Waterfront Overlay

- Parcel FF
Category: Open Space

Required Public Improvements:

- A continuous ~~20~~ ***28***-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating

and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan.

Special Development Considerations:

- ***On Parcel FF, building height is limited to height category 1, a maximum of 25 feet.***
- On the mole terminus portion of Parcel 12 ~~and on Parcel FF~~, building height is limited to height category ***2*** - ~~1,~~ a maximum of 45 feet.
- On the mole portion of Parcel 10, the western portion of Parcel 12 along the mole road and Parcel 13, building height is limited ~~according~~ to ~~Section 22.46.1060 (E),~~ height category ~~2~~ ***3.***
- On the non-mole portion of Parcel 10, building height is limited according to Section 22.46.1060 (E), height category ~~4,~~ ***5.***
- On Parcel FF, development of uses other than public parking shall be conditioned to provide replacement public parking on-site or elsewhere in the Marina on a one-to-~~one~~ ***two*** basis ~~such that there is no net reduction in public parking spaces~~.

4.

Panay Development Zone (Exhibit 8)
Parcels 15, 18, 20, 21, 22, GR

Development Allocation:	250 Dwelling Units
	75 Congregate Care Units
	~~48 Hotel Rooms/Motel Units~~
	10 KSF Retail
	76 Boat Slips
	Conversion Potential

- Parcel 15	
Categories:	Residential IV
	Water
	Waterfront Overlay
- Parcel 18	
Categories:	Residential III (mole terminus)
	Residential IV (south side of mole road)
	Water
	Waterfront Overlay
- Parcel 20	
Categories:	Marine Commercial
	Water
	Waterfront Overlay
- Parcel 21	
Categories:	Marine Commercial
	Water
	Waterfront Overlay
- Parcel 22	
Categories:	Hotel
	Waterfront Overlay
- Parcel GR	
Category:	Parking

Required Public Improvements:

- A continuous ~~20~~ ***28***-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan.

Special Development Considerations:

- On Parcel 22, GR and the mole terminus portion of Parcel 18, building height is limited to height category ~~1~~ ***2***, a maximum of 45 feet.
- On Parcel 15, ***building height is limited according to Section 22.46.1060 (E), height category 3, 45 feet to a maximum of 75 feet.***
- On the western portion of Parcel 18 along the mole road, Parcel 20 and Parcel 21, building height is limited ~~according~~ to ~~Section 22.46.1060 (E),~~ height category ~~2~~ ***3***.
- Development on Parcel 22 shall provide shadow studies indicating the ***proposed*** development ~~proposed~~ will not shadow the public beach on Parcel H ***between the hours of 9:00 a.m. and 5:00 p.m. after April 15 and before September 15.***
- Deck parking structures may be provided on Parcel GR ***limited to 45 feet maximum,*** consistent with the view and site design standards and requirements of this Specific Plan, ***including the requirement that any development provide shadow studies indicating the proposed development will not shadow the public beach on Parcel H between the hours of 9:00 a.m. and 5:00 p.m. after April 15 and before September 15.***

5. Palawan/Beach Development Zone (Exhibit 9)
Parcels 27, 28, 30, 33, 91, 97, 140, 141, 145, IR, H, JS, NR
Development Allocation: 180 Dwelling Units
200 Hotel Rooms/Motel Units
42 KSF Retail
410 Restaurant Seats
Conversion Potential

- Parcel 27
Categories: Hotel
Waterfront Overlay

- Parcel 28
Categories: Residential III
Water
Waterfront Overlay

- Parcel 30
Categories: Marine Commercial
Water
Waterfront Overlay

- Parcel 33
Categories: Visitor-Serving/Convenience Commercial
Water
Waterfront Overlay

-Parcel 91
Categories: ~~Marine Commercial~~ Boat Storage
Water
~~Waterfront Overlay~~

-Parcel 97 Categories:	Visitor-Serving/Convenience Commercial Mixed Use Overlay
-Parcel 140 Categories:	Residential V Mixed Use Overlay
-Parcel 141 Category:	Hotel
-Parcel 145 Category:	Hotel
-Parcel IR Category:	Parking
-Parcel H Category:	***Open Space***
-Parcel JS Category:	~~Public Facility~~ ***Open Space***
-Parcel N Category:	Parking

Required Public Improvements:

- A continuous ~~20~~ ***28***-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan. On Parcel 30, any expansion less than or equal to 10% of the ~~existing~~ floor area ***existing at the time of the certification of the LCP in 1990*** shall require the construction of a public pedestrian promenade, consistent with the 20-foot wide standard, along 50 percent of the length of the bulkhead; any expansion greater than 10% of the ~~existing~~ floor area ***existing at the time of the certification of the LCP in 1990*** shall require the construction of a public pedestrian promenade, consistent with the 20-foot wide standard, along 100 percent of the length of the bulkhead.

Special Development Considerations:

- On Parcels 27, 28, 30, 33, 91, H, IR, JS and N, building height is limited to height category ~~1~~ ***2***, a maximum of 45 feet.
- ***On Parcel 97 building height with visitor serving convenience commercial is 45 feet maximum, with the Mixed Use zone option, building height is 140 feet maximum.***
- On ~~Parcels 97 and~~ 140, building height is limited to height category ~~3~~ ***4,*** a maximum of 140 feet.
- On Parcels 141 and 145, building height is limited to height category ~~5~~ ***6***, a maximum of 225 feet.
- New development shall preserve water views and avoid walling in the public beach. Redevelopment of the public beach parcels shall provide new views to the water from Admiralty Way and Via Marina.
- Parcels 97 and 140 may be developed together as a design unit. ***In lieu of view corridors, any development on these parcels 97 and 140 that exceeds 45 feet in height shall provide articulation, landscaping and***

design details that 1) provide a gateway to the Marina, 2) step back heights adjacent to Washington Street to provide a softened edge next to Venice, and 3) provide street level commercial development adjacent to Washington Street.

- Development shall provide significant landscaping at ground level, particularly at the intersections of Admiralty Way with Palawan Way and Via Marina, to provide a park-like entry character to this high-intensity public use area.
- In no event shall the total area devoted to boat storage, including mast-up storage and dry-stack storage, be decreased within the Palawan/Beach Development Zone.

6. Oxford Development Zone (Exhibit 10)
Parcels 125, 128, 129, OT, P, Q, RR
Development Allocation:

~~165 Dwelling Units~~
Fire Station Expansion
Conversion Potential

- Parcel 125
Categories: Residential V (western portion)
Hotel (eastern portion)
Water
Waterfront Overlay

- Parcel 128
Category: Water

- Parcel 129
Categories: Public Facility
Water

- Parcel OT
Category: ~~Residential V~~ ***Parking***

- Parcel P
Category: Open Space

- Parcel Q
Category: Open Space

- Parcel RR
Category: Open Space

Required Public Improvements:

- A continuous ***28*** ~~20~~-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan.
- The regional bicycle trail shall be retained or reconstructed as part of any redevelopment affecting these parcels.

Special Development Considerations:

- No structure over 40 feet in height shall be constructed on Parcels 129, P, Q, RR or on the easternmost 300 feet of Parcel 125.
- On ~~Parcels OT and~~ the western portion of Parcel 125, building height is limited to height category ***6*** ~~5~~, a maximum of 225 feet.
- On Parcel OT, development of uses other than public parking shall be conditioned to provide replacement public parking on-site or elsewhere in the Marina on a one-to-one basis such that there is no net reduction in public parking spaces. ***An area on the easterly property line of parcel OT shall be reserved for future construction of a connector from Admiralty way to Washington Street, if necessary. Height category 4.***

7. Admiralty Development Zone (Exhibit 11)
Parcels 40, 94, 130, 131, 132, 133, 134, SS
Development Allocation: 200 Hotel Rooms
275 Restaurant Seats
32 KSF Office
3 KSF Library Expansion
Conversion Potential

- Parcel 40
Category: Public Facility

- Parcel 94
Category: ~~Office~~ ***Parking***

- Parcel 130
Categories: Visitor-Serving/Convenience Commercial
Waterfront Overlay

- Parcel 131
Categories: Visitor-Serving/Convenience Commercial
Waterfront Overlay

- Parcel 132
Categories: Marine Commercial,
Hotel ***(northern most 200 feet paralleling Admiralty Way)***
Water
Waterfront Overlay

- Parcel 133
Categories: Visitor-Serving/Convenience Commercial
Waterfront Overlay

- Parcel 134
Categories: Office
Waterfront Overlay

- Parcel SS
Category: Open Space

Required Public Improvements:

- A continuous ***28*** ~~20~~-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan. On Parcel 132, any redevelopment or expansion in excess of 10 percent of the ~~existing~~ floor area ***existing at the time of the certification of the LCP in 1990*** shall require the construction of a pedestrian promenade, consistent with the 20-foot wide standard, along 50 percent of the length of the bulkhead; expansion in excess of 20 percent of the ~~existing~~ floor area ***existing at the time of the certification of the LCP in 1990*** shall require the construction of a public pedestrian promenade, consistent with the 20-foot wide standard, along 100 percent of the length of the bulkhead.
- The regional bicycle trail shall be retained or reconstructed as part of any redevelopment affecting these parcels.

Special Development Considerations:

- On Parcel 40, ***and the mole portion of parcel 132,*** building height is limited to a maximum of 45 feet.
- On Parcels 130, 131, SS and the panhandle portion of Parcel 132, building height is limited to a maximum of 40 feet.
- ***On Parcel 134, building height is limited according to Section 22.46.1060 (E), height category 3, 45 feet to a maximum of 75 feet.***
- On Parcels 133, ~~134~~ and the ***non-mole,*** non-panhandle portion of Parcel 132, building height is ~~limited to Section 22.46.1060 (E),~~ height category ***4*** ~~2~~ a maximum of 140 feet.

8. Bali Development Zone (Exhibit 12)
Parcels 41, 42, 43, 44, 75, 76, 150, UR
Development Allocation: 382 Hotel Rooms
40 KSF Conference Center
75 KSF Visitor-serving Commercial
3 KSF Marine Science
500 Restaurant Seats
Ferry Terminal Site
86 Boat Slips
Conversion Potential

- Parcel 41
Categories: Marine Commercial
Water
Waterfront Overlay

- Parcel 42
Categories: Hotel
Water
Waterfront Overlay

- Parcel 43
Categories: Visitor-Serving/Convenience Commercial
Water
Waterfront Overlay

- Parcel 44
Categories: Marine Commercial, ***Boat Storage, (portion)*** (Adjacent Admiralty Way)
Visitor-Serving/Convenience Commercial (mole)
Water
Waterfront Overlay

- Parcel 75
Categories: Hotel
Mixed Use Overlay

- Parcel 76
Category: Office

- Parcel 150
Category: Office

- Parcel UR
Categories: Marine Commercial
Waterfront Overlay

Required Public Improvements:

- A continuous ***28*** ~~20~~-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan.
- The regional bicycle trail shall be retained or reconstructed as part of any redevelopment affecting these parcels.

Special Development Considerations:

- On Parcels 42 and the mole terminus portion of Parcel 43, building height is limited to ***height category 2*** a maximum of 45 feet.
- On Parcel 41, the mole road portion of Parcel 43 and the mole road portions of Parcel 44, building height is limited according to ~~Section 22.46.1060 (E),~~ height category ~~2~~ ***3.***
- On Parcel UR and the non-mole portion of Parcel 44, building height is limited according to Section 22.46.1060 (E), height category ~~2~~ ***3, a maximum of 75 feet..***
-
- On Parcel UR, development of uses other than public parking shall be conditioned to provide replacement public parking on-site or elsewhere in the Marina on a one-to-one basis such that there is no net reduction in public parking spaces. ***Turf block on site can be considered for a portion of these spaces***.

9. Mindanao Development Zone (Exhibit 13)
Parcels 47, 48, 49, 50, 52, 53, 54, 77, 83, EE, GG
Development Allocation: 14.5 KSF Retail
26 KSF Office
35 Boat Slips
Conversion Potential

- Parcel 47
Categories: Marine Commercial
Water
Waterfront Overlay

- Parcel 48 Category:	Water
- Parcel 49***M*** Categories:	~~Marine Commercial~~ ***Parking*** Water
- Parcel 49***R*** Categories:	~~Marine Commercial~~ ***Boat Storage*** Water ~~Waterfront Overlay~~
- Parcel 49***R*** Categories:	~~Marine Commercial~~ ***Boat Storage*** Water ~~Waterfront Overlay~~
- Parcel 50 Category:	Visitor-Serving/Convenience Commercial ***Mixed Use Zone MUZ***
- Parcel 52 Categories:	Public Facility Water
- Parcel 53 Categories:	Marine Commercial Water Waterfront Overlay
- Parcel 54 Categories:	Marine Commercial Water Waterfront Overlay
- Parcel 77 Categories:	~~Marine Commercial~~ ***Boat Storage*** Water ~~Waterfront Overlay~~
- Parcel 83 Category:	Visitor-Serving/Convenience Commercial ***Mixed Use Zone MUZ***
- Parcel EE Categories:	Open Space Open Space Water
- Parcel GG Categories:	Public Facility Water

Required Public Improvements:

- A continuous ***28*** ~~20~~-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. On Parcels 53 and 54, said promenade shall only be constructed ***along the water*** if determined to be safe, and shall connect the promenade to Fiji Way along the property line between Parcels 52 and 53. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan.
- The regional bicycle trail shall be retained or reconstructed as part of any redevelopment affecting these parcels.
- Redevelopment on Parcel 47 shall be conditioned to require pedestrian access from Mindanao Way to the pedestrian promenade.

Special Development Considerations:

- On Parcels 47, ~~and~~ 49 ***and 77***, building height is limited to a maximum of 45 feet.
- ***On Parcels 50 and 83, building height with visitor serving convenience commercial is 45 feet maximum, with the Mixed Use zone option is 140 feet maximum.***
- On Parcels 52, 53, 54, ~~77~~ and GG, building height is limited according to Section 22.46.1060 (E), height category ~~2~~ ***3, 45 feet, which may be exceeded with provision of a view corridor to a maximum of 75 feet, except that boat hoist may exceed this height.***
- ~~Any portion of the County office building located on Parcel 62 which is lost due to construction of the channel cut-through for the Area A boat basin may be relocated to Parcels 52/GG. Said relocation shall occur without deduction against the office development allocated in the Mindanao Development Zone. Office development in excess of the amount relocated does count against the allocation and is limited to an additional 26 thousand square feet.~~
- In no event shall the total area devoted to boat storage, including mast-up storage and dry-stack storage, be decreased within the Mindanao Development Zone.

10. Fisherman's Village Development Zone (Exhibit 14)
Parcels 55, 56, 61, BB, W
Development Allocation: 20 KSF Retail
350 Restaurant Seats
Ferry Terminal Site
Conversion Potential

- Parcel 55
Categories: Marine Commercial
Water
Waterfront Overlay
- Parcel 56
Categories: Visitor-Serving/Convenience Commercial
Water
Waterfront Overlay
- Parcel 61
Categories: Visitor-Serving/Convenience Commercial
Water
Waterfront Overlay
- Parcel BB
Category: Water
- Parcel W
Categories: ***Parking*** ~~Visitor-Serving/Convenience Commercial~~
Waterfront Overlay

Required Public Improvements:

- A continuous ***28*** ~~20~~-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan.

- Development adjacent to the new channel entrance for the Area A boat basin shall provide view areas of the main channel and new marina basin.

Special Development Considerations:

- On Parcel 55, building height is limited to a maximum of 45 feet.
- On Parcels 56 and W, building height is limited according to Section 22.46.1060(E), height category ~~2~~ ***3, 45 feet, which may be exceeded with provision of a view corridor to a maximum of 75 feet.***
- ***Parcels 56 and W may be developed as one unit, provided that public views are maintained and equivalent public parking is reserved and provided in addition to commercial parking.***
- On Parcel 61, building height is limited according to Section 22.46.1060 (E), height category ***2, 45 feet maximum.*** ~~1~~.
- ~~View corridor from Fiji Way across Parcel 55 to the main channel shall be preserved.~~

11. Harbor Gateway Development Zone (Exhibit 15)
Parcels 62, 64, 65
Development Allocation: 255 Dwelling Units
34 Boat Slips
Conversion Potential

- Parcel 62
Categories: Public Facility
Water
~~Waterfront Overlay~~

- Parcel 64
Categories: Residential V
Water
Waterfront Overlay

- Parcel 65
Categories: ***Boat Storage*** ~~Marine Commercial~~
Water
~~Waterfront Overlay~~

Required Public Improvements:

- A continuous ***28*** ~~20~~-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads, except Parcel 62 for safety reasons ***where the accessway shall be routed inland of the sheriff's station and boat hoists***. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan.

Special Development Considerations:

- ~~Parcel 62 may form the main channel entrance for the new Playa Vista marina.~~
- ~~Development adjacent to the new channel entrance for the Area A boat basin shall provide view areas of the main channel and new marina basin.~~

- On Parcels 62 and 65, building height is limited to a maximum of 45 feet.
- On Parcel 64, building height is limited ~~to~~ ***according to Section 22.46.1060(E), height category 4.***

(THE FOLLOWING POLICIES ARE DELETED FROM THE MARINA DEL REY SEGMENT.

- ~~Any portion of the County office building located on Parcel 62 which is lost due to construction of the channel cut-through for the Area A boat basin may be relocated to Parcels 52/GG in the Mindanao Development Zone. Said relocation shall occur without deduction against the office development allocated in the Mindanao Development Zone. Office development in excess of the amount relocated does count against the allocation and is limited to an additional 26 thousand square feet.~~
- ~~Any remnant portion of the existing Fiji Way cul-de-sac which is created south of the new channel cut-through for the Area A boat basin may be used to replace land lost from Parcel 62 for construction of the replacement Sheriff/Coast Guard facility.~~
- Docking facilities may be provided as needed on Parcel 62 for Harbor Patrol and Coast Guard uses.

12. Via Marina Development Zone (Exhibit 16)
Parcels 95, 100, 101, 102, 103, 104, DS, LLS, AL-1, K-6
Development Allocation: 530 Dwelling Units
30 KSF Retail
340 Restaurant Seats
Conversion Potential

- Parcel 95 Categories:	Visitor-Serving/Convenience Commercial Mixed Use Overlay
- Parcel 100 Category:	Residential V
- Parcel 101 Category:	Residential V
- Parcel 102 Category:	Residential V
- Parcel 103 Category:	Residential V
- Parcel 104 Category:	Visitor-Serving/Convenience Commercial
- Parcel DS Category:	Open Space
- Parcel LLS Category:	Public Facility
- Parcel AL-1 Category:	Public Facility
- Parcel K-6 Category:	Residential V

Required Public Improvements:

- A continuous ***28*** ~~20~~-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating

and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan.

Special development considerations.

- ***On Parcel 95 building height with visitor serving convenience commercial use is 45 feet maximum, with the Mixed Use zone option, building height is 140 feet maximum.***
- ***Any development on parcel 95 exceeding 45 feet in height shall include street level entrances on Washington Street.***
  Any development on parcel LLS shall include landscaping along Via Marina.

13. ~~Playa Vista~~ North Shore Development Zone (Exhibit 17)
Parcels XT,
Development Allocation:

- Parcel XT
Categories: ~~Visitor-Serving/Convenience Commercial~~ ***Open Space***
~~Mixed Use Overlay~~

~~Special Development considerations.~~
- ~~On Parcels XT, building height is limited according to Section 22.46.1060 (E), height category 2.~~

15. ~~Playa Vista East Bay~~ ***Fiji Way*** Development Zone (Exhibit 19)
Parcels 51, 200,
Development Allocation:
~~25~~ ***2*** KSF Commercial space
- Parcel 51
Category: Visitor-Serving/Convenience Commercial
- Parcel 200
Category: Public Facility.

Most parcels in [3] Development zones 13, 14 and 15 are located in Area A and are not part of the Marina del Rey LCP segment. Parcels in Area A are deleted from this Marina del Rey LCP

22.46.1800 Coastal Improvement Fund A. A Coastal Improvement Fund will be established to finance construction of local park facilities in the Marina del Rey area. New park facilities will mitigate the impacts of new residential development on the regional recreational resources of the Marina and adjacent beaches. The fund will be generated by charging a fee per unit for additional residential units in the existing Marina.

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[3] Area A (development zones 13, 14 and 15) has been segmented from the Marina del Rey LCP segment and all language regarding Area A shall be deleted from the Marina del Rey segment.

Each subsequent development application to construct additional residential units in Marina del Rey shall contribute its calculated share to the Coastal Improvement Fund to provide funds for construction of local park facilities in Marina del Rey. The Coastal Improvement Fund may only be used for projects identified in Subsection C, below.

B. Discussion. Additional residential development will place a burden on the regional recreational resources of the Marina and adjacent areas as new residents utilize these resources to fulfill local recreation needs. Creation and improvement of new park lands and public access areas to serve the new residential population will mitigate the adverse impacts of additional residential development on regional facilities. The Coastal Improvement Fund will provide a mechanism to collect fees to be used for the development of new park and public access facilities in the existing Marina.

The Specific Plan allocates a total of 2,585 additional dwelling units for the existing Marina. The average occupancy for apartment dwelling units in the Marina del Rey area is 1.5 residents per unit, according to the 1990 Census. Based on these figures, residential development is expected to add 3,878 residents to the existing Marina.

The Los Angeles County General Plan establishes a local park standard of 4 acres per 1,000 population. Application of this standard against.the increased population results in a local park need of 15.5 acres in the existing Marina. These acreages are attributed to the new development only and do not include acreages which are part of the local park space deficit for existing development.

Improvement of Parcel FF as a 2-acre park and improvement of Parcel P as a 10.7-acre open space area with public access area, will create 12.7 acres of new local park space and public amenities in the existing Marina, resulting in a 2.8 acre deficit. Improvement of another 2.8 acre site would fulfill the local park need of new development. However, a more feasible alternative is the improvement of the 12.7 acres (Parcels FF and P) with amenities equal in value to the cost of improving the entire 15.5 acres. This will mitigate local park needs attributable to new development. and is preferable to development of another 2.8-acre site.

Area A, Reserved[4]

Improvement of land for local park space will cost $100,000 per acre. This cost includes the improvements identified in Subsection C(1), below. The cost of improvements is therefore calculated at the rate of $100,000 per acre, yielding a total cost of $1,550,000 for improvement of 15.5 acres in the existing Marina. and a total cost of $1,550,000 for improvement of 15.5 acres in Area A.

The Coastal Improvement Fund fee is determined as follows: $1,550,000 total funds needed spread over 2,585 residential units results in a cost of $600 per dwelling unit.

C Use of the Fund. The following uses of the Coastal Improvement Fund will be allowed:

1. Park and Public Access Facilities, including, but not limited to:

- Bicycle paths
- Community buildings

[4] This information on Area A has not been certified by the Coastal Commission and is included as background information only. Area A (development zones 13, 14 and 15) has been segmented from the Marina del Rey LCP segment and all language regarding Area A shall be deleted from the Marina del Rey segment.

- Drinking fountains
- Interpretive displays
- Irrigation
- Jogging paths
- Landscaping
- Parking lots
- Pedestrian promenades
- Picnic tables and benches
- Playgrounds
- Recreation centers
- Recreational fields
- Restroom facilities
- Turf
- View decks and areas
- Walkways

~~{Note: Improvements previously listed under Subsection C have been relocated to Transportation Improvement Program as Category 3 improvements}~~

2. Acreage. ~~Existing Marina~~. Funds accumulated by payment of the Coastal Improvement Fund fee from development in the existing Marina shall be used to construct any of the facilities identified in subsection C(1) above on 12.7 acres of local park land and public access area in the existing Marina identified in the Specific Plan respectively as FF and Parcel P.

D. Project Credit. Development projects may be credited from payment of the calculated Coastal Improvement Fund Fee at the rate of $2.30 credit for every square foot of improved public open space provided on-site. Improvements qualifying for credit shall be only those identified in section C(1) above. A contiguous five-hundred square feet shall be the minimum size open space area to receive credit under this Project Credit option.

E. Reimbursement. Fee payments made at the rate established herein shall be subject to partial reimbursement, on a pro rata basis, in the event that ultimate park improvement costs fall below those presently calculated.

22.46. 1900_____ Youth Hostel Fund. A. A Youth Hostel Fund will be established to encourage new low cost overnight accommodations in the Marina del Rey area. The fund will be generated by charging a fee per unit for new hotel units in the existing Marina ~~(Phase II)~~ and Area A.

Each subsequent development application to construct new hotel rooms in Marina del Rey shall participate in and contribute its fair calculated share to an appropriate financing program to provide funds for youth hostel construction in the Marina del Rey area The Youth Hostel Fund may be used for projects identified in Section E below.

B. Discussion. Low cost visitor serving accommodations in Marina del Rey are highly outnumbered by high-cost hotels, condominiums and apartments. The certified LUP determined that these high cost accommodations can be mitigated by providing funds to be used for creation of new lower cost overnight accommodations in the Marina del Rey area. The Youth Hostel Fund responds to the LUP's Recreation & Visitor Serving Facilities Policy to provide these accommodations.

Hotel development allowed by Phase I in the existing Marina has already provided approximately $1,000,000 in funds for youth hostel accommodations, including contributions toward the a youth hostel under construction in Santa Monica. However, the burden of mitigating high cost accommodations should not be limited to Phase I development; Phase II hotels are therefore required to contribute to the Youth Hostel Fund.

C. Assessment. Each developer who opts to contribute to a youth hostel fund, in lieu of provision of low and moderate cost overnight accommodations on on-site, shall contribute the prorated share of the acquisition and construction of a moderate cost facility. Said contribution shall be at a rate of one tenth of the current cost of acquisition and construction of one bed and one bed's share of appurtenant supporting facilities including bathrooms and kitchens) per every ten market rate hotel rooms constructed.

D. Limitations. The fund shall be deposited in a separate interest bearing account and shall be spent only for the purposes outlined in section E below. If after a period of five years, the monies have not been spent an the County shall return for an LCP amendment to determine alternative low and moderate cost accommodations.

E. Use of the fund. The fund shall be expended only on lower coast overnight accommodations in the Marina Del Rey area such as:

a) youth hostels
b) elder hostels
c) lower cost group conference accommodations
d) campgrounds"

November 5, 1994

APPENDIX I.

Ordinance No.

AN ORDINANCE OF THE COUNTY OF LOS ANGELES
ESTABLISHING THE LOS ANGELES COUNTY
COASTAL IMPROVEMENT FUND AND FEE

The Board of Supervisors of the County of Los Angeles ordains as follows:

Section 1. Purpose. The Los Angeles County Coastal Improvement Fund and Fee is hereby established to finance construction of local park facilities in existing Marina del Rey ~~and Area A~~. The Fund implements recreation and visitor-serving facilities policies set forth in the Marina del Rey Land Use Plan. Implementation of the Fund will mitigate the impacts of new residential development on Coastal access, visitor-serving and Coastal-dependent uses.

Section 2. Coastal Improvement Programs Specified. The Marina del Rey Specific Plan identifies specific facilities which may be financed through the Coastal Improvement Fund to mitigate the impacts of residential development in the existing Marina ~~and "Area A"~~. The facilities include:

A. Park and Public Access Facilities, including, but not limited to:
- Bicycle paths
- Community buildings
- Drinking fountains
- Interpretive displays
- Irrigation
- Jogging paths
- Landscaping
- Parking lots
- Pedestrian promenades
- Picnic tables and benches
- Playgrounds
- Recreation centers
- Recreational fields
- Restroom facilities
- Turf
- View decks and areas
- Walkways

B. Acreage

1) Existing Marina. Funds accumulated by payment of the Coastal Improvement Fund fee from development in the existing Marina shall be used to construct any of the facilities identified in Section 2.A. above on ***9.77*** ~~12.7~~ acres of local park land and public access area in the existing

Marina. ***The 9.77 acres is*** identified in the Specific Plan respectively as ***Parcel UR, Parcel 9, Parcel 3S,*** Parcel FF and Parcel P.

2). ***2.B.2, Addressing Area A is deleted from the Marina del Rey Coastal Improvement Fund.***

Section 3. Establishment of Fund. The Coastal Improvement Fund shall be established based upon fees charged for the construction of new residential units anywhere in existing Marina del Rey ~~Local Coastal Program~~. Said fees shall be required as a condition of approval for development in the areas specified above; fees shall be collected prior to the issuance of building permits.

Section 4. Calculation of Fee. The Coastal Improvement Fund fee shall be based on the calculation of the net increase in residential units. The fee in dollars shall be figured as follows:

A. **Existing Marina**
Fee = Number of new residential units multiplied by six hundred. ***In a project that includes demolition and reconstruction of existing units, the fee shall be assessed on all units over and above the number of units that pre-existed on the site, and these units over and above the pre-existing units shall be considered new units for purposes of this ordinance.***

B. ***Section 4.B, addressing area A shall be deleted from the Marina del Rey Coastal Improvement Fund.***

Section 5. Use of the Fund. The fees collected shall be deposited in a separate, interest-bearing account constituting the Los Angeles County Coastal Improvement Fund. Other money which may accrue to the Fund from sources other than the fee will similarly be deposited in the Los Angeles County Coastal Improvement Fund. The Fund will be administered jointly by the Directors of the Department of Beaches and Harbors and Regional Planning. The Fund will be utilized exclusively for financing improvements listed in Section 2.

Section 6. Project Credit. Development projects may be credited from payment of the calculated Coastal Improvement Fund Fee at the rate of $2.30 credit for every square foot of improved public open space provided on-site. Improvements qualifying for credit shall be only those identified in Section 2.A. above. A contiguous five-hundred square feet shall be the minimum size open space area to receive credit under this Project Credit option.

Section 7. Reimbursement. Fee payments made at the rates established herein shall be subject to partial reimbursement, on a pro rata basis, in the event that ultimate park improvement costs fall below those presently calculated.

November 3, 1994

RESOLUTION NO.

A RESOLUTION OF THE BOARD OF SUPERVISORS
ESTABLISHING THE COASTAL IMPROVEMENT FUND FEE
AS REQUIRED BY ORDINANCE NO.

THE LOS ANGELES COUNTY BOARD OF SUPERVISORS DOES RESOLVE
AS FOLLOWS:

Section 1. The Coastal Improvement Fund Fee as required by Ordinance No._____ is hereby established as $600 for each new residential unit in existing Marina del Rey.[iii]

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[i] November 15, 1995
[ii] word.adoptlip.doc
[iii] word.mdrlcp/caipfnl.doc

Note: The Commission has approved segmentation of Area A from the Marina del Rey LCP. Appendix G has been modified to delete those portions of the ordinance that refer to Area A.

APPENDIX G.

TRANSPORTATION IMPROVEMENT PROGRAM

APPENDIX G.

TRANSPORTATION IMPROVEMENT PROGRAM

I. INTRODUCTION

The Transportation Improvement Program (TIP) addresses in specific detail transportation and circulation issues initially identified in the Marina del Rey Land Use Plan, and ***discussed*** ~~touched upon~~ in the Specific Plan component of this LIP. The objectives of this TIP are:

1) Develop and set in motion programs for the detailed design and implementation of those transportation improvements necessary to accommodate and adequately serve future development authorized by the certified Land Use Plan;

2) Maintain and enhance public access to coastal recreational opportunities in and adjacent to Marina del Rey;

3) Develop and institute appropriate financing mechanisms to generate the revenues necessary for TIP implementation.

The transportation improvements called for in the LUP include both capital and non-capital programs designed to enhance regional access to the coast and expand the capacity of the local roadway system. These improvements include:

1) Improvement of Admiralty Way to 5 lanes within existing right-of-way and improvement of key intersections to enhance Marina access;

2) Surface circulation improvements primarily involving improved access to and circulation within the existing Marina;

3) Implementation of project-specific measures to mitigate within the Marina and adjacent areas the cumulative impacts of new development; potential mitigation measures include a shuttle program designed to facilitate shoreline access;

4) Development and implementation of a Transportation Systems Management (TSM)/Transportation Demand Management (TDM) Program to achieve efficient use of local and regional transportation facilities.

The ensuing sections define in greater detail the above identified improvements. Part IV sets forth the improvement financing strategy. This includes the requirement for agreements between developers and the County to assure fair financing and timely construction of improvements in conjunction with new development.

II. CIRCULATION SYSTEM IMPROVEMENTS

A number of local circulation system improvements are required to accommodate traffic generated by new development within the existing Marina. This new cycle of ***development*** will include expansion and recycling of hotels, restaurants, boat slips, marine commercial, residential and commercial uses. The Marina del Rey Land Use Plan specifies that

improvement of Admiralty Way and improvements to key intersections ***may be used to*** ~~would~~ provide sufficient circulation capacity to accommodate the buildout allocated in each development zone. These improvements are divided into ***two*** ~~three~~ categories according to mitigation needs, improvement phasing and funding.

A. Category 1 Improvements

Category 1 improvements consist ***of potential internal Marina Del Rey*** **improvements.** ***The following*** ~~***phases of***~~ ***circulation improvements represent the priority of mitigation measures which were identified in the DKS study of 1991 to be necessary to mitigate internal traffic impacts of redevelopment within Marina del Rey. These improvements may be used to mitigate the increase in*** P.M. Peak Hour trips generated by ***otherwise approvable*** development. The estimated Level of Service (LOS) ***if all*** Phase II development ***and*** ~~following completion of~~ Category I traffic improvements ***are completed*** is shown in Figure 15 above.

~~of the improvements needed to mitigate the traffic impacts of new development in the existing Marina.~~ Category 1 improvements will be financed and implemented through agreements between lessees ~~and the developer of Area A,~~ consistent with the Improvement Financing and Phasing Section of this TIP. Completion of Category 1 improvements will provide the mitigation capacity needed ***within the Marina del Rey*** for one-hundred percent of the buildout allocated in the Specific Plan. The following measures are included in Category 1:

1. Admiralty Way 5-Lane Improvement. The *Marina del Rey Traffic Study* (1991) prepared by DKS Associates analyzed a number of potential transportation improvements and found that the improvement of Admiralty Way to 5 lanes, in conjunction with the intersection improvements discussed below, provides sufficient traffic capacity to mitigate levels of development anticipated in the existing Marina The lane will be added from Fiji Way to Via Marina in the northbound/westbound direction to accommodate the p.m. peak period traffic flow. Future development ***of subregional improvements to connect Admiralty Way with Route 90 may require an additional lane on Admiralty Way,*** ~~in Area A will require six lanes on the extended Admiralty Way south of Fiji Way;~~ this is discussed under Category 3 improvements. The addition of a fifth lane will be accomplished within existing right-of-way by moving the median and re-striping the roadway.

2. ATSAC or Other Advanced Signal Synchronization. Automated Traffic Surveillance and Control (ATSAC) is traffic signal synchronization technology installed and administered by the City of Los Angeles. The ATSAC program is a sophisticated traffic monitoring and control system which records the volume and speed of vehicular traffic and responds to changing traffic flow patterns by adjusting signal timing to reduce traffic congestion and vehicular delays.

The County of Los Angeles also administers a traffic signal synchronization program which is based on continuously correcting signal timing and progression. Both the ATSAC system and the County's synchronization program have been shown to reduce the number of stops along travel corridors, improve average travel speeds and improve intersection level of service. The effectiveness of this technology depends on the installation of synchronization systems at each signalized intersection along a given corridor.

ATSAC or a similar signal synchronization technology will be installed along Admiralty Way at its intersections with Via Marina, Palawan Way, Bali Way and Mindanao Way. Additionally, ATSAC or similar synchronization technology will be installed along Lincoln Boulevard at its intersections with Bali Way, Mindanao Way and Fiji Way.

3. Via Marina at Admiralty Way. Widen the south side of Admiralty Way to accommodate a triple westbound left turn movement, and two lanes eastbound on Admiralty Way with a right-turn merge lane from northbound Via Marina. At some point in the future, this intersection may be reconstructed to improve traffic flow along Admiralty Way (see Category 3 improvements).

4. Palawan Way at Admiralty Way.

a) Palawan Way Northbound at Admiralty Way. Re-stripe northbound Palawan Way to provide a separate right turn approach lane to Admiralty Way.

b) Palawan Way Southbound at Admiralty Way. Re-stripe southbound Palawan Way to convert one through lane into a second left-turn approach lane to Admiralty Way.

5. Lincoln Boulevard at Bali Way. Widen southbound Lincoln Boulevard to provide a right-turn lane at Bali Way.

6. Admiralty Way at Mindanao Way. Widen northbound Admiralty Way to provide a right-turn lane at Mindanao Way.

7. Lincoln Boulevard at Mindanao Way. Widen Lincoln Boulevard, relocate and narrow median island, to provide a northbound right turn or through lane at Mindanao.

8. Admiralty Way at Fiji Way. Widen southbound Admiralty Way approach to Fiji Way to provide three through lanes. ~~in conjunction with the Admiralty widening/extension project and development of Area A.~~

9. Fiji Way at Lincoln Boulevard. Widen eastbound Fiji Way approach to Lincoln Boulevard to provide an additional left turn lane at Lincoln Boulevard.

B. Category 2 Improvements ***refer entirely to Area A and have been deleted from the Marina del Rey LCP segment.***

C. Category 3 Improvements

Category 3 consists of improvements which may ***be employed to*** mitigate the cumulative impacts of development in the LCP study area on the regional transportation system serving the Marina del Rey., ~~including Area A,~~ and adjacent areas. ***Development shall not be approved that will significantly exceed the capacity of the subregional street system. All significant adverse traffic impacts, generated by development in the LCP study area,***

upon the circulation system outside the unincorporated area of Marina del Rey, shall be mitigated by the developer prior to receiving final discretionary permits.

. Ninety-three percent of all trips originate or end outside the Marina del Rey. All development shall contribute a calculated fair share toward construction of improvements necessary to mitigate all of the development's significant adverse cumulative traffic impacts. The traffic studies prepared as part of each project's environmental documentation shall address the project's impacts on adjacent State Highways an other regional collector streets and shall be the basis for determining the amount of cumulative impacts which the project has on regional traffic due to the increase in the number of trips that the project generates that begin or end outside the Plan area.

Studies prepared in compliance with this requirement shall show 1) the number of daily and peak hour trips generated by the development, 2) the number and percentage of those trips originating and terminating outside the Marina del Rey, 3) the direction of the trips upon departing the existing Marina. Based on this documentation, all development shall contribute its proportionate fair share of the Category 3 improvements that will fully mitigate the level of impact such development will have on the regional system serving the plan area. The study shall be provided at the time of the permit application.

Based on the information prepared regarding traffic impacts, individual development projects may be required to contribute a calculated fair share toward construction of improvements listed below or may be required to construct ***other*** specified improvements ***which mitigate all significant cumulative impacts of developments on the regional transportation system.*** . ~~when, and only when, a legal nexus has been determined between the impacts created by the project and the required mitigation. Also, the nexus must assure that the mitigation measure required ameliorates the negative impact. Said nexus shall be based on the project's environmental documentation as required by the County and shall be supported by traffic study data~~.

1. Redesign of Admiralty Way/Via Marina Intersection. The intersection of Admiralty Way and Via Marina is currently a "T" intersection at which Admiralty Way forms the stem of the "T". A redesign of this intersection could make Admiralty Way a continuous loop road with Via Marina becoming the stem of the "T". As part of this reconfiguration, a modern roundabout could be constructed which would enhance traffic flow and reduce motorists' delay. This improvement would facilitate periphery access around the Marina and could accompany a redevelopment of the public beach area to provide new water views. This measure may provide additional traffic capacity, but additional study is needed. Designation of Admiralty Way as a Scenic Highway would accompany the redesign. This improvement is an unscheduled, long-term measure.

2. Shuttle System/Enhanced Coastal Access. The *Marina del Rey Traffic Study* (1991) evaluated the potential for implementation of a shuttle bus system in Marina del Rey. The study found that shuttle service would likely not be a significant mitigation measure for traffic impacts and would be most beneficial if developed in conjunction with a light rail line into

the Marina area. Since light rail routes and designs are uncertain at this time, establishment of a shuttle service in the Marina in the near term is unlikely.

A shuttle service may be instituted over the long run should light rail, a people mover or similar transportation service be developed at some point in time. Should this occur, connections to local and regional transit lines, shuttles developed as part of Playa Vista, service to ferry terminals and water taxis are all important aspects which need to be considered.

The provision of a weekend/beach shuttle is a different type of shuttle service which could be implemented. A shuttle of this nature would probably serve park and ride lots or other periphery parking lots and provide a "dash" type service to local beaches and points of interest.

3. Periphery parking lots. The purchase of land for park-and-ride lots and periphery parking represents a viable method for reducing the number of vehicles attempting to reach beach parking lots and other coastal destinations. Establishment of periphery parking lots should coincide with creation of a shuttle system or "dash" service to provide transportation from such parking lots to the coast. Implementation of a periphery parking lot program is unscheduled, but capital may be used from the Coastal Improvement Fund for the leasing or purchase of such lots and the creation of a park-and-ride or dash system to service the lots.

4. Lincoln People-mover. A people-mover system along Lincoln Boulevard could facilitate north-south access without the cost or impact of light rail transit. Such a system could be elevated over the center of Lincoln Boulevard on a narrow, elevated right-of-way without the loss of any traffic lanes. The system could connect Parking Lot C at Los Angeles International Airport, which is proposed as the terminus for the Green Line transit service, with Santa Monica and points in-between.

5. Light Rail. Implementation of a light rail transit line is unfunded and unscheduled at this time. A transit line extending from Parking Lot C at Los Angeles Airport north along Lincoln Boulevard to Santa Monica has been studied, as has a line which would follow Lincoln Boulevard to Culver Boulevard and then eastward to the Santa Monica Freeway. Since a number of alternatives exist, and none are likely to be developed in the near term, light rail does not appear to be a viable transportation option over the next twenty years.

6. ***If the scope of the project and the funding is agreed to by the Board of Supervisors, the City of Los Angeles, and Caltrans, connect Route 90 to Admiralty Way via a fly-over over Lincoln Boulevard, widen Admiralty Way by an additional westbound lane to parcel OT, thence connect Admiralty Way with Washington Street through parcel OT. This improvement shall only go forward with the agreement of all three agencies.***

Submitted Items 6-8 have been deleted from the Marina del Rey LCP segment because they refer principally to Area A.

6. ~~Admiralty Way shall be extended as a six-lane major highway from Fiji Way to realigned Culver Boulevard. A pedestrian pathway shall be included which will allow access to the eastern-most island in the new Area A boat basin~~.

7. ~~Lincoln Boulevard shall be widened in accordance with the plans and specifications of the California Department of Transportation in conjunction with the reconstruction of the grade separation at the intersection of Lincoln Boulevard with Culver Boulevard. New loop ramps shall be provided in the northwest quadrant that will accommodate the following movements:~~

~~a) Eastbound/westbound Culver Blvd. to southbound Lincoln Blvd.~~

~~b) Southbound Lincoln Blvd. to eastbound/westbound Culver Blvd~~.

8. ~~Culver Boulevard shall be widened, extended and realigned in a westerly direction between Lincoln Boulevard and "Y" intersection with Jefferson Boulevard. Between Jefferson Boulevard and the Area A South Shore access/loop road, Culver Boulevard shall be widened to six lanes. Between the access/loop road and east ramps of the Lincoln Boulevard/ Culver Boulevard interchange, Culver Boulevard shall be widened to eight lanes. A new Culver Boulevard bridge over Ballona Creek shall be constructed west of the existing bridge. Work shall be in accordance with the plans and specifications of the California Department of Transportation, City of Los Angeles Department of Transportation and Los Angeles County Department of Public Works.~~

9. ~~ATSAC or other modern signal synchronization shall be installed at intersections along Admiralty Way and Culver Boulevard~~.

10. Other coastal access or public transportation improvements ***which mitigate significant adverse cumulative impacts of development on the regional transportation system , including those improvements identified in Chapter 11 of the certified Land Us Plan.*** ~~in the Marina area.~~

III. TRANSPORTATION SYSTEM MANAGEMENT AND TRANSPORTATION DEMAND MANAGEMENT PROGRAMS

A. Introduction

The Transportation System Management (TSM) and Transportation Demand Management (TDM) programs are required as a condition for new development. These guidelines shall be used when establishing TSM and TDM programs.

Transportation System Management improvements consist of engineering improvements to enhance the system capacity and improve traffic flow; TDM improvements encourage people to use alternatives to the single person vehicle such as carpools, vanpools, changing travel modes or to eliminate unnecessary trips, particularly during times of peak demand. These measures are relatively low cost remedies and include both capital and non-capital programs.

B. TSM Alternatives

The following TSM improvements may be employed to implement LUP policy. They can improve the flow of traffic and reduce traffic congestion. They are relatively low-cost measures and can be implemented quickly.

1. Traffic Signal Synchronization. State of the art traffic signal synchronization can reduce delay at intersections and improve traffic flow. This measure was previously discussed under Category 1 improvements.

2. One-Way Streets. A pair of one-way streets, known as a couplet, can improve traffic capacity and flow.

3. Roundabouts. Modern roundabouts are relatively low-cost and can reduce delay for motorists. Adequate right-of-way is needed for optimal operation.

4. Geometric modifications. Geometric modifications of intersections and the addition of turning lanes can improve the efficiency of intersections and increase traffic capacity.

C. TDM Alternatives

The following sections list a number of TDM measures that may be employed to implement LUP policy. ~~The measures may be divided into two categories: 1) system improvements the County could make using Coastal Transportation Funds, and 2) improvements the private sector will be required to make.~~ Implementation of these strategies will require a partnership between local government and private enterprise. Opportunities for application of these TDM strategies will vary. Applicants for projects in Marina del Rey shall consult with the Department of Public Works and the Department of Regional Planning to develop as many strategies as feasible for each site, and to address cumulative problems related to several sites.

~~1. County Improvements~~

Park and Ride lots. Coastal Improvement Fund monies may be used to purchase Park and Ride lots to be used for the various TDM programs.

~~2. Private Improvements~~

a. Ridesharing. Since the most effective means of producing greater auto occupancy for work trips is organizing ridesharing by place of employment, the majority of the measures described are employer-based and hence require the cooperation of the private sector. These employer-directed strategies involve implementing the following actions.

i. Carpool and vanpool matching and promotion: Employers shall provide in-house rideshare matching assistance and promote ride-sharing (Commuter Transportation Services is a resource).

ii. Financial incentives for ridesharing: Financial incentives involve the payment by an employer of various kinds of direct or indirect subsidies to their employees to encourage ridesharing. An employer may direct cash payments to all persons who rideshare with two or more people, fifteen or more days each month. Alternatively, the payment could be based on mileage traveled or graduated by the size of the pool. Also, subsidies may include special fringe benefits such as accrual of a "bonus" vacation day for every 100 days travelled to work in a carpool. Finally, company discounts for various kinds of goods or services, for which only members of carpools are eligible, may be offered.

b. Transit Promotion and Incentives. As with ridesharing, private and public cooperation can promote the use of transit by providing financial incentives and facilities. Also, all employees can be provided with current information on the local transit system and services. Finally, subsidized bus passes or other financial incentives could be provided for bus users similar to those provided for ridesharing.

c. Modified Work Schedules and Flex Time. To reduce the actual number of work trips, all employers should consider Modified Work Schedules. Schedules should feature longer hours per day and fewer work days per week. The Flex Time concept allows flexible work hours to reduce peak hour trips.

d. Increased Bicycle Use. Bicycle facilities should be provided at places of employment, restaurants, visitor-oriented facilities and at public transportation facilities. Facilities should include bicycle racks, locker rooms and showers.

e. Parking related strategies. There are a couple of parking related strategies to promote ride-sharing and to encourage transit usage. These methods include:

i. Preferential parking for ride-sharers: This policy involves providing carpools preferential parking privileges at their place of work. This could include giving guaranteed space to car pools or establishing a priority system for issuing parking permits. For example, in large lots the most accessible spaces could be assigned to carpools. If covered parking is available, as many spaces as possible may be assigned to car pools. Preferential parking is an inexpensive program that can be implemented voluntarily by a wide range of employers. It constitutes a low-cost, immediate action and workable strategy to promote ridesharing and reduce traffic congestion.

ii. Elimination of free employee parking: The purpose of this strategy is to eliminate all free and subsidized employee parking by requiring employees to pay prevailing commercial parking rates. When implementing this strategy, employers should encourage and assist employees in switching from low occupancy vehicles to high, forming carpools, etc.

f. Telecommuting. This strategy involves the use of telecommunications technology as a substitute for travel. People whose jobs involve telecommunications technology such as computers and word processors may be able to work at home, avoiding a trip during peak hours. Working at home may also be an option for many others whose jobs may not directly involve telecommunications (except possibly telephones). Examples of these include clerical work, typing, research and writing. Working at home could be full or part-time, depending on the need to associate with the office. An alternative could be working at home in the morning, then driving to work in off-peak hours. Lastly, the use of telecommuting can lead to an improved midday level of service.

IV. IMPROVEMENT FINANCING AND PHASING

A. ~~Category 1 Improvements~~
All agreements shall provide that all cumulative and direct impacts of the development on traffic shall be fully mitigated consistent with all provisions of the certified Local Coastal Program.

1. ***Category 1 Improvements***. All lessees within the existing Marina, which may propose new development pursuant to the LCP, shall enter into uniform agreements with the County upon mutually agreeable terms to complete the road improvements specified in Category 1 at their joint expense ***and consistent with all provisions of the certified Local Coastal Program.***

2. Category 3 Improvements. All lessees within the existing Marina, which may propose new development pursuant to the LCP, shall enter into uniform agreements with the County and applicable agencies upon mutually agreeable terms to complete the subregional improvements specified in category 3 at their joint expense. If the fair and proportional share of the cost of such Category 3 improvement is insufficient to complete the improvement, the applicant may mitigate the impacts of the development by payment of its proportional fair share of such improvement.

All agreements shall provide that all cumulative and direct impacts of the development on traffic shall be fully mitigated as provided in Sections 1 and 3 above.

~~2.~~ ***3*** Agreement ***Prior to Coastal Development Permit Issuance.*** This agreement regarding new development in the existing Marina shall be in effect ***and all required contributions shall be made to mitigate both internal and subregional improvements*** before ***issuance of any coastal development permit.*** This agreement ~~regarding new development in the existing Marina~~ shall be in effect ***and incorporated into a coastal development permit*** before new development authorized by this LCP in the existing Marina can commence, except where a project is pursued under sub-section 5, Independent Agreements. Any lessee in the existing Marina ~~or developer of Area A~~ which does not enter into the agreement shall not be permitted to undertake new development pursuant to this LCP.

~~3.~~ ***4*** Improvement Costs Fairly Apportioned. The requirement of this section shall not require any lessee or developer to contribute more than its fair share of the cost of the required road improvements ~~specified in Category 1,~~ consistent with the costs and trip generation factors in Tables 1 and 2 ***determined at the time of the issuance of the coastal development permit, consistent with all policies of the certified Local Coastal Program. Said contribution shall be required as a condition of permit issuance, and deposited in an interest bearing account by the County. Category 3 projects which involve jurisdictions other than Los Angeles County shall go forward only with the agreement of all agencies on project scope and funding.***

4. Improvement Phasing Schedule ***for Internal Marina del Rey Category 1 Improvements***. The uniform agreement required by this section shall prescribe a phasing schedule ~~acceptable to the Director of Public Works~~ so that the road improvements specified in Category 1 occur in phases coinciding with ~~appropriate rates~~ of new development in the existing Marina ***so that no development is occupied before construction of improvements which would fully mitigate the same amount of impact such development has on traffic within the Marina del Rey. Before incorporating this schedule as a condition of the coastal development permit, the applicant shall obtain concurrence from the Director of Public works concerning the feasibility of the schedule and its adequacy.*** ~~and *Area A*. The rates of new~~ Development shall not be permitted to exceed the corresponding phase of road improvements.

5. Improvement Phasing Schedule For Subregional Traffic Category 3 Improvements. The uniform agreement required by this section shall prescribe a phasing schedule so that the road improvements specified in Category 3 occur in phases coinciding with new development in the existing Marina. Before adopting this schedule as a condition of the Coastal development permit, the applicant shall obtain concurrence from the Director of Public Works concerning the feasibility and adequacy of the schedule. Where any significant adverse cumulative traffic impacts on subregional traffic routes will occur, the applicant shall (1) pay a proportional fair share of necessary subregional traffic improvements, and (2) provide information concerning the timing and capacity of planned traffic improvements which will accommodate local growth including that attributed to the development. However, if the trips generated by the development along with other previously approved development will exceed 50% of the total anticipated additional external trips to be generated by new or intensified Marina del Rey development, additional development that generates external trips shall not occur until a traffic improvement on the approach roads that will mitigate those trips has been approved and funded by the appropriate agencies.

~~5.~~ ***6.*** Independent Agreements ***to complete internal improvements***..

a) Phasing. Subsequent to the approval of the agreements specified in this Section, individual lessees or developers may also agree ***as part of a coastal development permit,*** ~~independently with the County~~ to perform road improvements in advance of the phasing schedule to ensure timely construction of individual development proposals.

b) Funding and Phasing. Development in the existing Marina may proceed independently upon agreement with the County, without benefit of other agreements, contingent on completion of the road improvements specified in Table 1 which are determined necessary by the County to mitigate the development ***consistent with the provisions of the certified LCP***. Development projects proceeding in this fashion shall be entitled to the benefits of reimbursement contracts required by the County as a condition of approval for any subsequent project whose traffic impacts are found to have been mitigated by road improvements constructed by such prior development projects.

7) Independent agreements to complete subregional improvements.

Funding and Phasing. Development in the existing Marina may proceed independently upon agreement with the County, without benefit of other agreements, contingent on completion of the road improvements determined necessary by the County, in consultation with appropriate agencies, to mitigate impacts of the development on the subregional system, consistent with the provisions of the certified LCP. Development projects proceeding in this fashion shall be responsible for establishing reimbursement contracts with subsequent developers for road improvements which are found to mitigate other development.

Table 1
Category I Mitigation Costs

Cost (***in 1994 dollars. Costs subject to adjustment for inflation of CPI or regional construction costs.***)

1)	Additional Westbound Lane on Admiralty Way	$ 1,443,400
2)	ATSAC or advanced traffic signal synchronization	$ 680,000
3)	Via Marina/Admiralty Way	$ 120,740
4)	Palawan Way/Admiralty Way	$ 30,000
5)	Lincoln Boulevard/Bali Way	$ 99,950
6)	Admiralty Way/Mindanao Way	$ 25,000
7)	Lincoln Boulevard/Mindanao Way	$ 248,900
8)	Admiralty Way/Fiji Way	$ 73,080
9)	Fiji Way/Lincoln Boulevard	$ 197,700
	Subtotal 1	$ 2,918,770
	Miscellaneous (20%)	$ 583,754
	Contingency (30%)	$ 875,631
	Grand Total	$ 4,378,155

Total Peak Hour Trips Generated by New Development[2] ~~4314~~ ***2802***

Cost Per PM Peak Hour Trip $ ~~1015~~ $ ***1563***

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1 Costs determined in *Marina del Rey Traffic Study*, DKS Associates, 1991, and 1992-1994 Addendum revisions.

2 Excludes peak hour vehicle trips for library and Beaches/Harbors office expansions.

Table 2
Peak Hour Trip Generation Rates

Land Use	Trip Rate
Residential	.308/unit
Congregate Care	.170/unit
Hotel	.338/room
Specialty Retail	4.30/1,000 square feet
Restaurant	.250/seat
Boat Slip	.126/slip
Office	1.78/1,000 square feet
Conference Room (within hotel)	1.37/1,000 square feet
Marine Science	1279/1,000 square feet
Ferry Terminal	0.68/1,000 square feet
Community Center	1.21/1,000 square feet
Hostel	.310/1,000 square feet

[1] gnewtip.doc 5/9/95

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PART FOUR

MARINA DEL REY SEGMENT LOCAL COASTAL PROGRAM AMENDMENT 1-94

EXHIBITS

revised findings

Marina del Rey LCPA
as approved with Suggested Modifications by
the Commission on May 10, 1995

PART 4 EXHIBITS

Number	Subject
1.	Vicinity Map.
2.	Vicinity Street Map.
3.	Map showing Existing Marina and Areas A, B and C.
4.	Land Use map as certified in 1986 LUP.
5.	Land Use Map as proposed in LCP amendment.
6.	Land Use Map acreages proposed in LCP amendment.
7.	Map of Existing Recreational Uses--Certified LCP
8.	Map of existing/proposed visitor serving facilities according to the May 10, 1995 Suggested Modifications(a) and as proposed in LCPA (b)
9.	Access map showing existing access from certified LCP
10.	Access improvement maps as proposed in LCP amendment.
11.	Map land uses by parcels (list) and Public Lots (list) from certified LCP, map showing existing public parking lots in Marina from certified LCP; 11 (a) Parcel list showing recommend land and water uses and acreages. 11 (b) Public lots and public uses in certified LCP
12.	1991 Traffic Level of Service at Key intersections.
13.	Traffic levels at key intersections without Marina del Rey development, and with Marina del Rey and Area A development as mitigated.
14.	Relative traffic impacts on key subregional intersections.
15.	Peak hour trip generation rates used in developing LCP amendment by DKS.
16.	Development and peak hour trips permitted in certified LCP.
17.	Proposed Height limits in LCPA

18. Building heights from certified LCP --Specifications and Minimum Standards maps.

19. Building Heights, parcel by parcel list from Specifications and Minimum Standards, quoted in certified LCP.

20. Map of building heights recommended by Coastal staff in April 21 report.

21. Letter from County Planning Director James Hartl, of May 9, 1995, regarding remaining issues, with four attachments regarding Open space, heights, view corridors and the new hotel on parcel 9.

22. Letter from County Planning Director James Hartl re LCP amendment.

23. Letter from Los Angeles City Councilwoman Ruth Galanter regarding amendment and traffic mitigation.

24. Final resolution by Los Angeles County Board of Supervisors adopting LCP amendment. Seven pages.

25. Petition from Friends of the Marina del Rey.

26. Letter regarding traffic from Venice Canals Association

27. Sample letter of opposition.

28. Letter in opposition from the Friends of Marina del Rey.

29. Letter from Marina del Rey Tenants Association.

30. Letter of May 4, 1995 from the Marina Tenants Association

31. Letter from William Firschein, AIA regarding the process

32. Letter from Venice North Beach Neighborhood Association in opposition to Route 90/Admiralty Bypass.

33. Letter from Rudolph Axford in opposition to Route 90/Admiralty Bypass.

34. Letter from John Jalili, City Manager of the City of Santa Monica, regarding regional traffic mitigation measures, opposing approval of development in advance of regional traffic improvements, and requesting a greater share of the units be developed as low and moderate income housing.

35. Letter from Douglas R. Ring, leaseholder, concurring with staff recommendation regarding height on mole road portions of Parcels 12 and 15.

36. Letter from Harry Parker suggesting that the proposed street widening will be insufficient to accommodate proposed development.

37. Letter from Pioneer Skippers Boat Owners Association regarding impacts of increased traffic on boater access, conflicts with boaters' parking spaces, effects of high rise buildings on wind flow, solar access, and public views of the boat harbor.

38. Letter from Robert Goodell, California Department of Transportation regarding impacts on regional traffic facilities.

39. Letter from Los Angeles County Supervisor Deane Dana in support of the LCPA

40. Letter in support from California Yacht club--requests removal of bulkhead access requirement .

41. Letter from Marina City Club Condominium Association opposing widening of Admiralty Way

42. Material from Dolphin Marina supporting proposed 133 unit project

43. Letter from Sherman Stacey opposing parking structure on parcel 3S and 225 feet heights on parcels 112T and 113 T

44. Letter from Douglas Gardner, of Maguire Thomas Partners, supporting LCPA

45. Comments from Marina del Rey Lessees Association supporting LCPA and opposing staff recommendation

46. Statement from Supervisor Yvonne Brathwaite Burke in support of LCPA

47. Letter from Advocacy Corporate Public Affairs regarding use of recreation sites in Marina by the public

48. Statement of Pioneer Skippers and Friends of Marina del Rey before the Commission

49. Venice Marina Area Traffic study in response to County's LCPA provided by seven Venice community organizations.[i]

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[i] C:/MDRLCP/EXLIST.DOC.

REGIONAL VICINITY

M

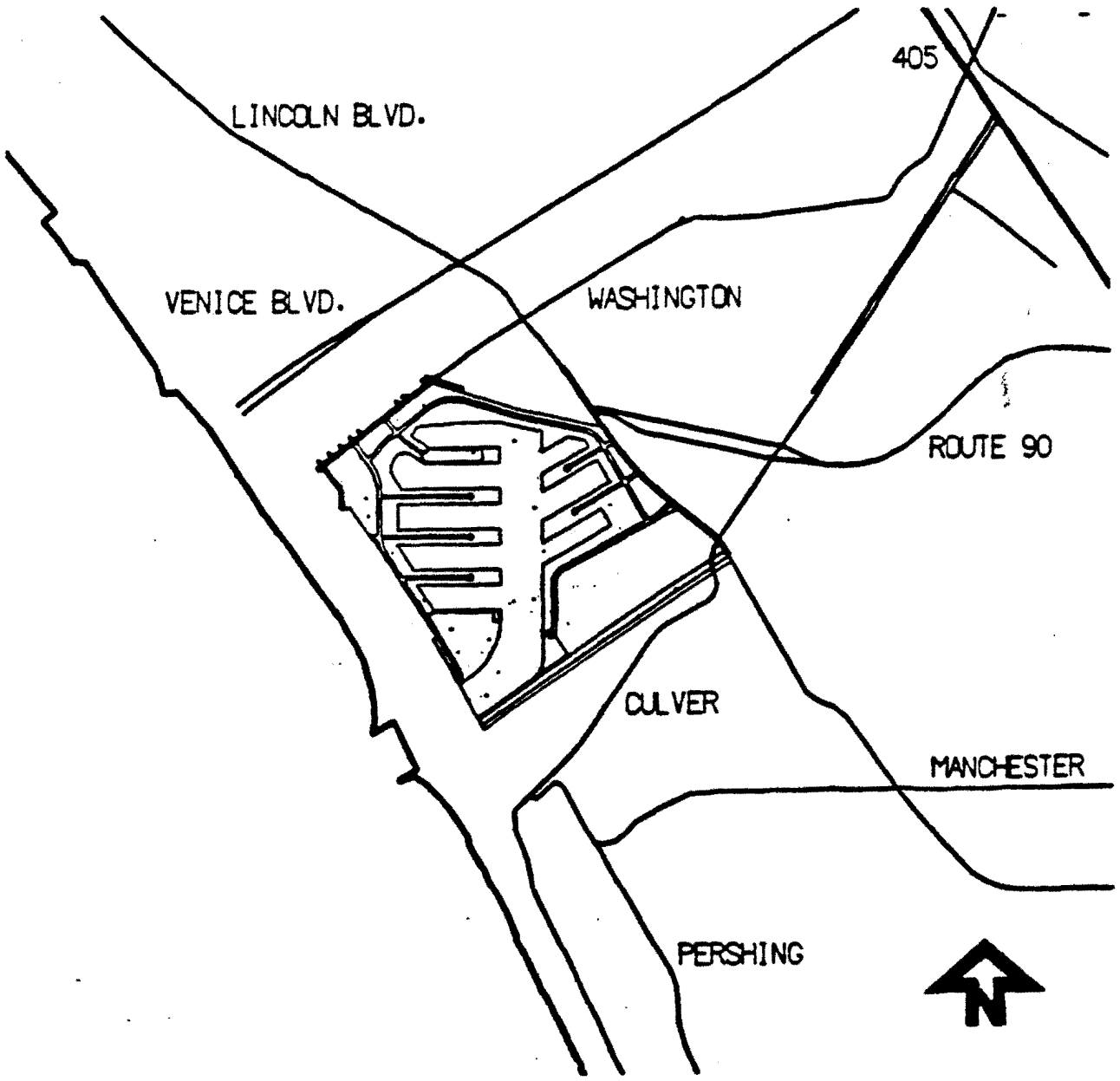
COUNTY UNINCORPORATED LAND - MARINA LCP AREA

EXHIBIT NO. 1

Application Number 1-94

Vicinity Map

California Coastal Commission



MARINA DEL REY

LOCAL COASTAL PROGRAM

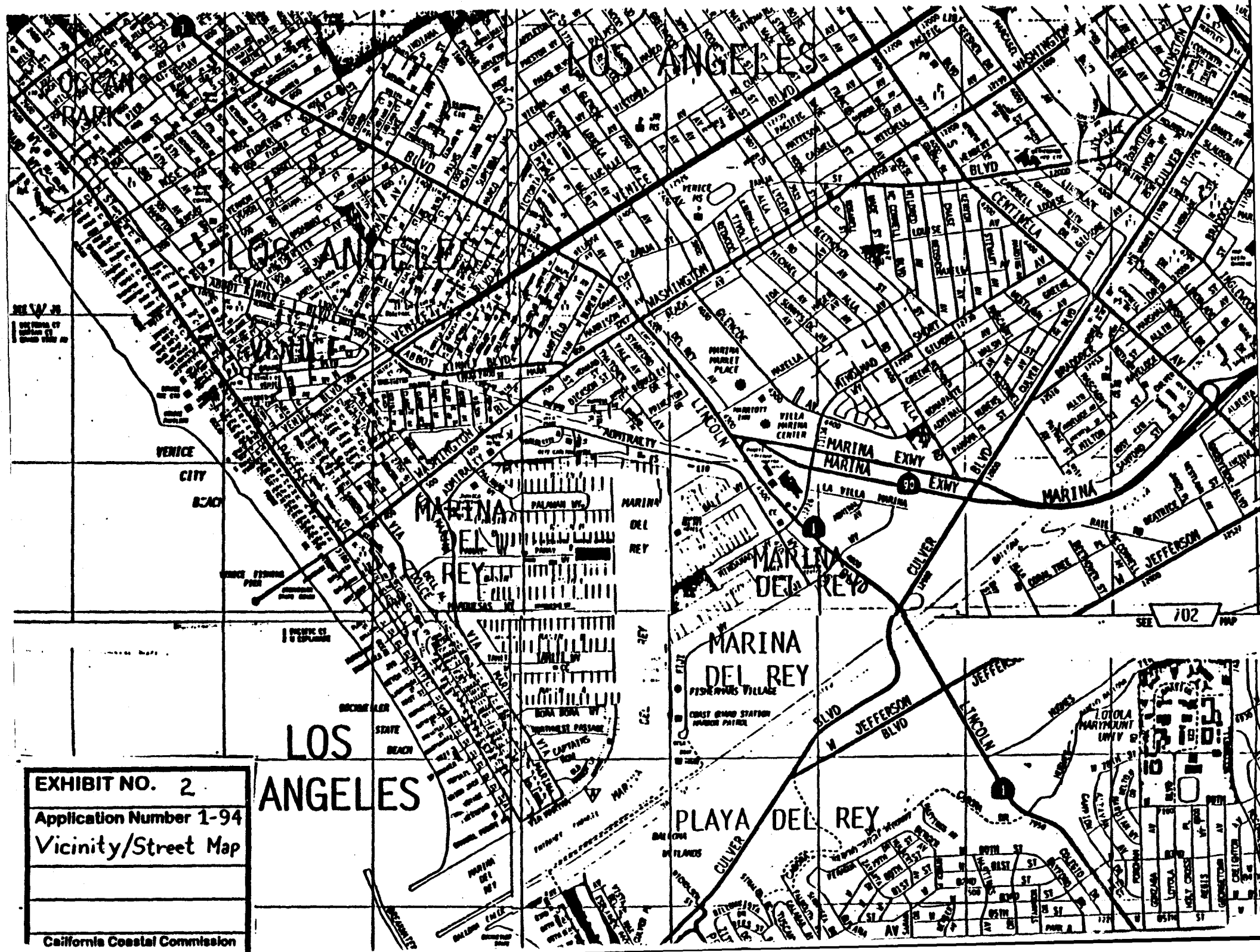


EXHIBIT NO. 2

Application Number 1-94

Vicinity/Street Map

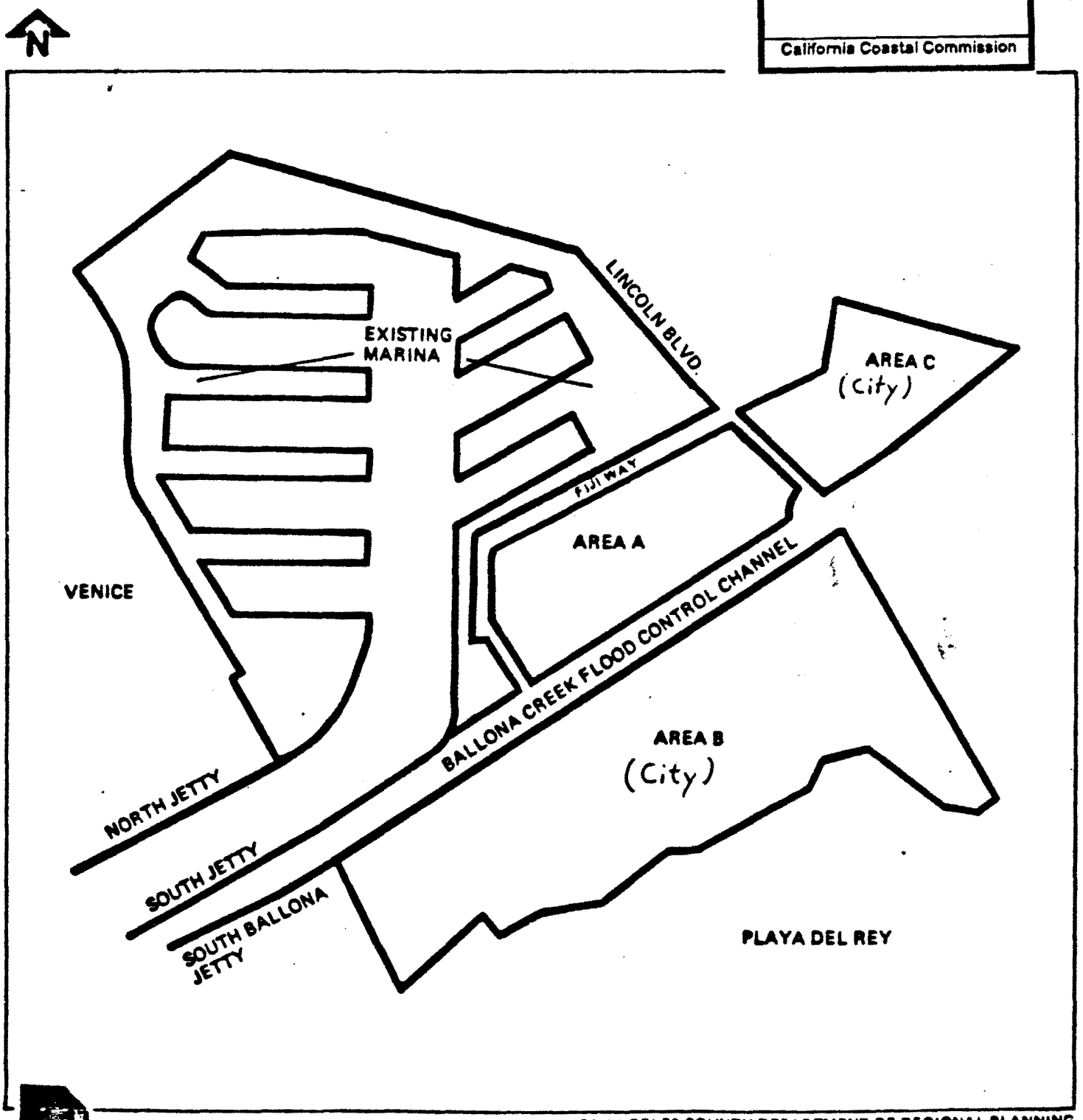
California Coastal Commission

EXHIBIT NO. 3

Application Number 1-94

Map Showing Existing Marina and Areas A, B and C

California Coastal Commission



LOS ANGELES COUNTY DEPARTMENT OF REGIONAL PLANNING

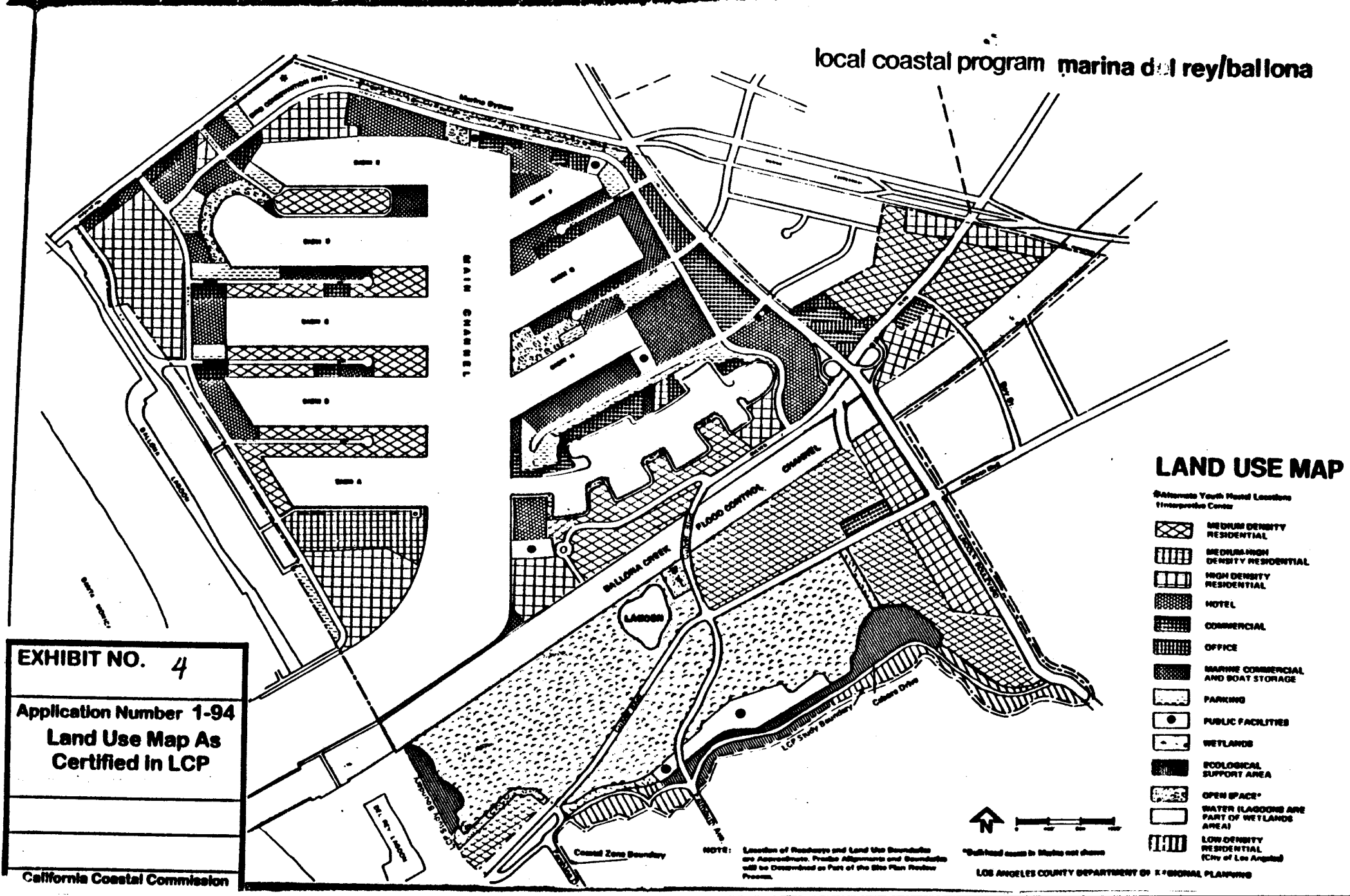


EXHIBIT NO. 4

Application Number 1-94

Land Use Map As Certified In LCP

California Coastal Commission

LAND USE PLAN

MAP 9

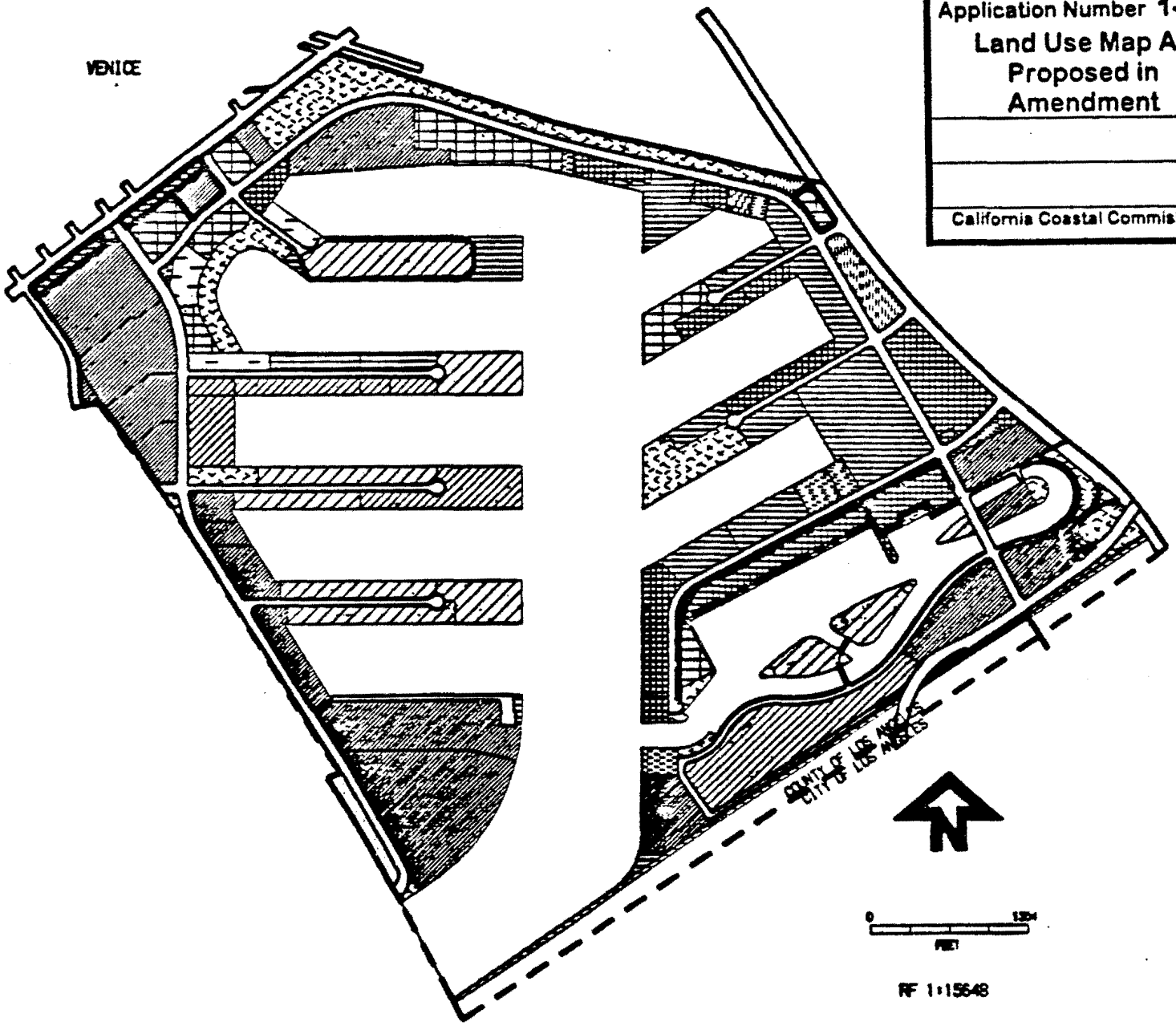
- RESIDENTIAL III
- RESIDENTIAL IV
- RESIDENTIAL V
- HOTEL
- OFFICE
- MARINE COMMERCIAL
- PARKING
- OPEN SPACE
- PUBLIC FACILITIES
- VISITOR-SERVING/CONVENIENCE COMMERCIAL
- WATER
- WATERFRONT OVERLAY
- MIXED USE OVERLAY

EXHIBIT NO. 5

Application Number 1-94

Land Use Map As Proposed in Amendment

California Coastal Commission



MARINA DEL REY

LOCAL COASTAL PROGRAM

No.				Acreage
1	Marine Commercial	Marine Commercial	Marine Commercial	1.41
3	parking	parking	parking	2.3
112	Apts	45du/ac	R-4	25.41
113	Apts	75du/ac	R-5	23.10
BR	—	—	open space	.66
7	Apts	35du/ac	R3	11.13
8	Apts	35du/ac	R3	11.36
9	vacant	hotel	R4	3.66
111	apts	35du/ac	R3,R4	16.60
10	apts, retail	hotel,35du/ac	R5,R3	12.66
12	apts,rest.,anchr.	35du/ac	R3	18.01
13	apts	R3	R3	12.48
FF	parking	parking	R3	2.04
15	apts, rest.	hotel, 35du/ac, C	R3,R5	17.04
18	apts, rest.	35du/ac	R3,R5,VSC	16.21
20	anchr	MC	MC	5.65
21	MC	MC	MC	5.80
22	motel, retail	add hotel rms	hotel	1.79
GR	parking	parking	parking	2.39
27	motel, rest.,retail	add hotel rms	hotel	2.79
28	apts	R3	R3	15.64
30	yacht club	MC	MC	14.51
33	rest	C	VSC	2.48
91	boat launch	pub boat storage	MC	.82
97	shopping ctr	office,hotel,retail	VSC	1.84
140	apts	R5	R4	2.14
141	vacant	hotel	hotel	3.56
145	hotel	add hotel rms	hotel	2.07
IR	parking	parking	parking	2.4
H	pub. beach	open space	open space	
JS	•	open space	public facility	.36
N	parking	parking	parking	
125	apts,hotel,rest.	R5,hotel	R5,hotel	30.21
128	•	•	water	.17
129	fire station	fire station	Fire Station	.02
OT	parking	parking	R5	1.61
P	bird sanctuary	develop. opt	open space	10.71

EXHIBIT NO. 6

Application Number 1-94

Chart Comparing Certified LUP and LUP Amendment Land Uses

1 of 3

California Coastal Commission

Q	open space	open space	open space	2.74
RR	open space	open space	open space	2.12
---	---	---	---	
40	public library	public library	library	.63
94	parking	parking	hotel	1.07
130	rest	C	VSC	1.65
131	rest	C	VSC	.88
132	yacht club	hotel, MC	open space	15.64
---	---	---	---	
41	anch	MC	MC	5.53
42	hotel	hotel	hotel	9.76
43	rest	C	VSC	5.37
44	rest, MC	pub bt stor,C	MC,VSC	17.40
75	office	office	office	1.37
76	office	office	office	4.53
150	bank	office	office	.49
UR	parking,bt stor/ramp	parking	MC	2.23
---	---	---	---	
47	anch, stor	pub bt stor	MC	5.62
48	•	•	water	.57
49	ramp/stor	pub bt stor/parking	MC	17.51
50	shoping ctr	C	VSC	10.19
52	parking	pub bt stor	public fac	3.07
53	bt sales and repair	MC	MC	7.21
54	bt sales and repair	MC	MC	6.63
77	dry stor,bt rental	MC	MC	3.54
83	info direct	C	VSC	.32
EE	pub park	open space	open space	8.83
GG	maint yard	pub fac	public fac	1.17
---	---	---	---	
55	fuel dock, parking	MC	MC	1.45
56	retail,rests	C	VSC	2.75
61	rest	hotel	VSC	1.34
BB	•	•	water	.27
W	parking	parking	VSC	4.08
---	---	---	---	
62	bch & hrb Adm	pub fac	public fac	2.55
64	apts	75du/ac	R5	6.38
65	bt house	MC	MC	.82
---	---	---	---	
95	off,bank, rest	hotel	VSC	1.69
100	apts	75du/ac	R5	3.18
101	apts	75du/ac	R5	5.14
102	apts	75du/ac	R5	9.46
103	apts	75du/ac	R5	11.36
104	storage	same	VSC	.45

Exhibit No. 6

105	vacant	storage	*	
DS	*	*	open space	.71
LLS	info dir	pub fac	public fac	.22
[illegible]	*	*	public fac	.38
K-6	*	pub fac	R5	.48
---	---	---	---	
XT	*	*	VSC	1.23
Area A				
A-A			hotel	
A-B			VSC	
A-C			VSC	
A-D			VSC	
A-OS1			open space	
A-OS2			open space	
---	---	---	---	
A-I			R5	
A-J			R4	
A-K			R3	
A-L			R3	
A-OS5			open space	
A-OS6			open space	
A-OS7			open space	
A-OS8			open space	
A-OS9			open space	
---	---	---	---	
51		comm	VSC	.51
200		pub fac	public fac	.59
Area A				
A-E			R3	
A-F			R5	
A-G			R5	
A-H			R5	
A-OS3			open space	
A-OS4			open space	

* Not listed

rest.-restaurants

apts- apartments

anch- anchorage

MC- marine commerical

C- commercial

Exhibit No. 6

map 6

EXISTING LAND AND WATER
RECREATIONAL USES – MARINA AREA

WATER		LAND		
B-S	Boating/Sailing	P	Park	Restricted Use
W	Windsurfing	B	Beach	Limited Use (Safety Precautions)
RO	Rowing	Bike Path (also jogging rollerskating)		Public Parking
S	Swimming	RA	Racquetball	High Use Area
F	Fishing	G	Gym	

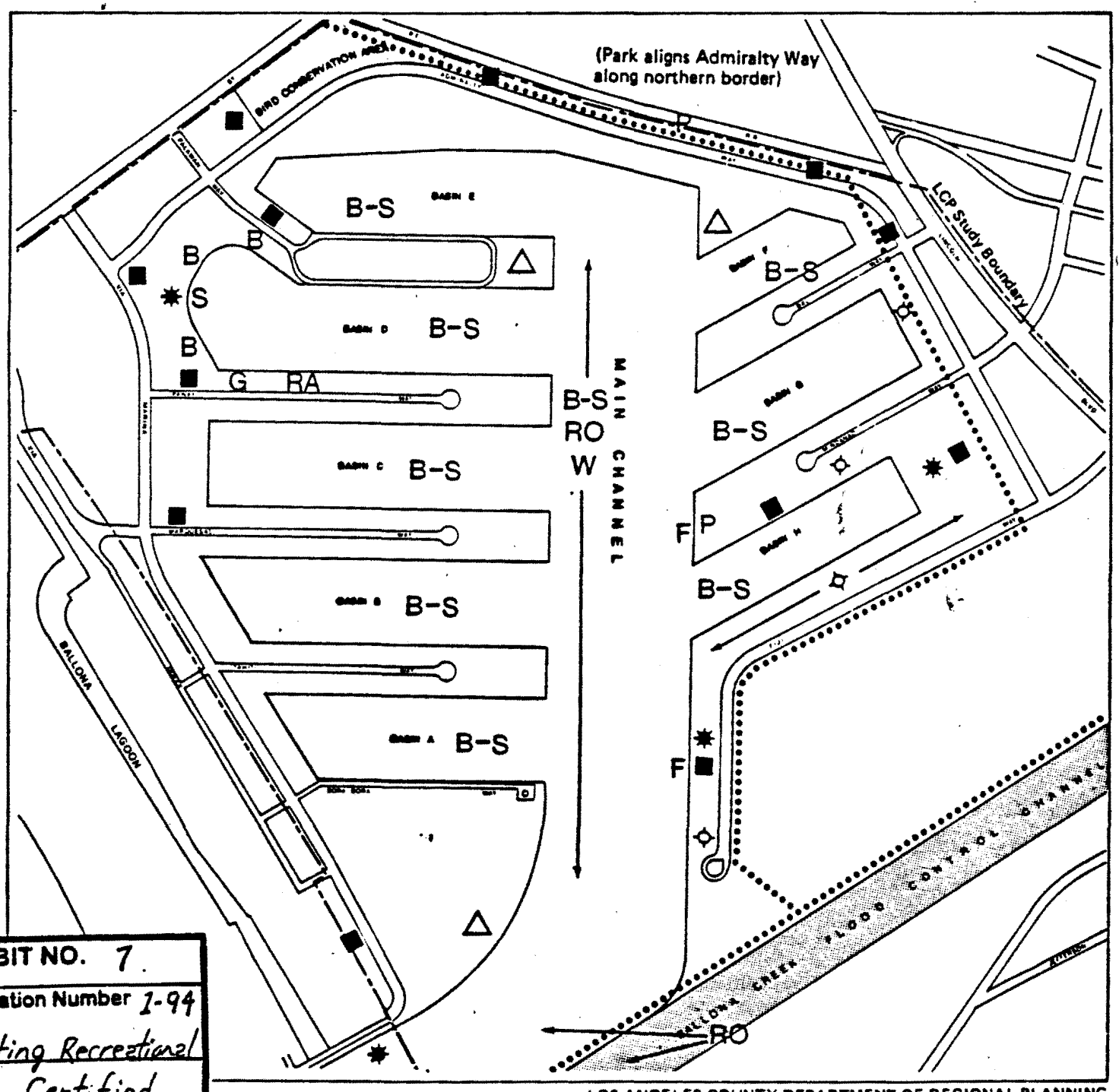


EXHIBIT NO. 7
Application Number 1-94
Existing Recreational Uses - Certified Plan
California Coastal Commission

LOS ANGELES COUNTY DEPARTMENT OF REGIONAL PLANNING

EXISTING/PROPOSED VISITOR-SERVING FACILITIES

HOTELS

1. Marina del Rey Hotel: 160 rooms
2. Ritz Carlton Hotel: 305 rooms
3. Jamaica Bay Inn: 43 rooms
4. Foghorn Inn: 27 rooms
5. Marina International Hotel: 134 rooms
6. Doubletree Hotel: 300 rooms

RESTAURANT

VISITOR CENTER

PUBLIC BOAT LAUNCH

PUBLIC PARKING

PUBLIC PARK

PUBLIC BEACH

BIKE PATH

MAP 6

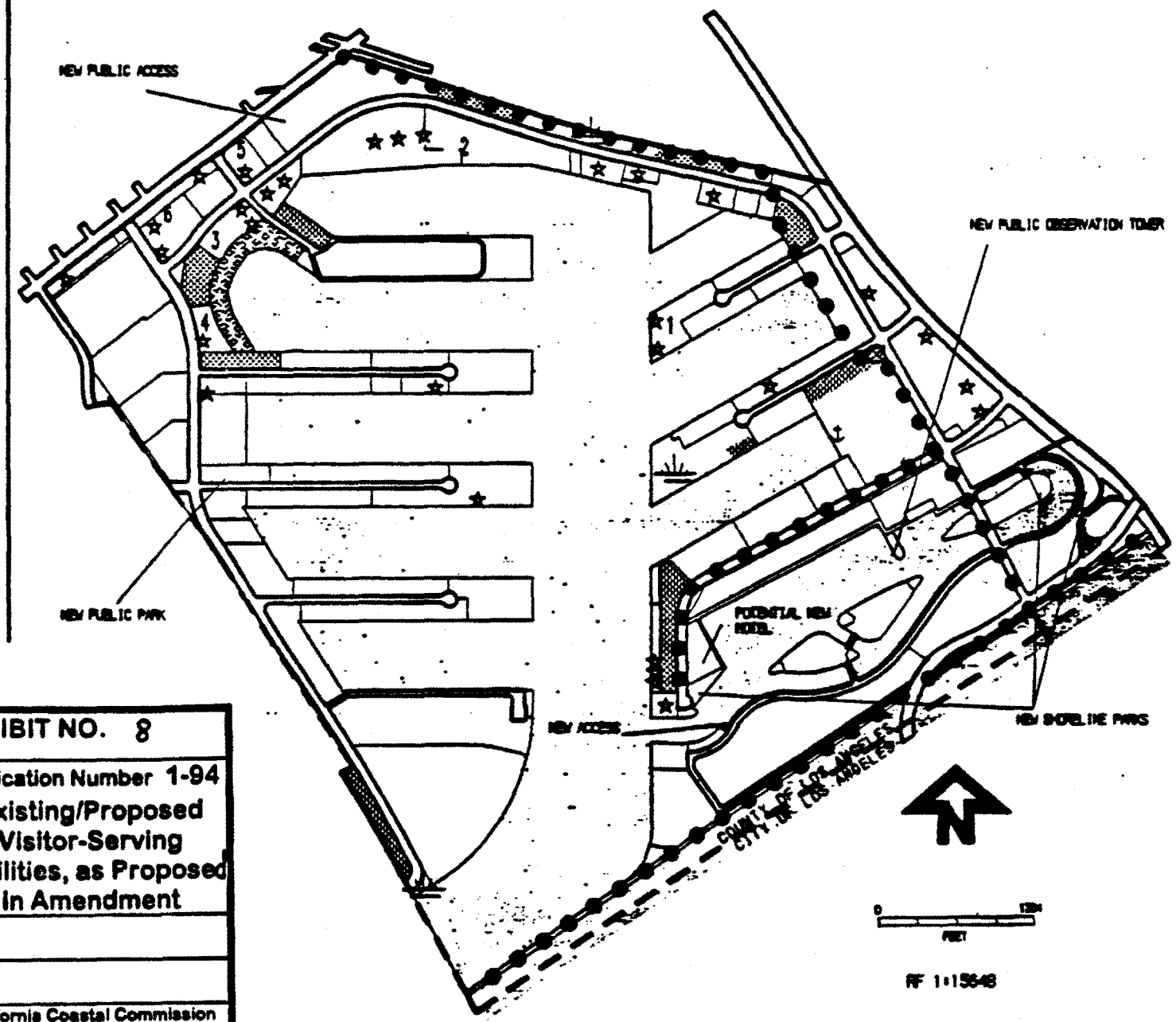


EXHIBIT NO. 8
Application Number 1-94 Existing/Proposed Visitor-Serving Facilities, as Proposed in Amendment
California Coastal Commission

MARINA DEL REY LOCAL COASTAL PROGRAM

map 4

EXISTING ACCESS – MARINA AREA

- Open to Public (County Property)
- Open to Public (Private Property)
- Open to Public - Limited (Leased from County) 7 a.m. - 9 p.m.
- Restricted Access

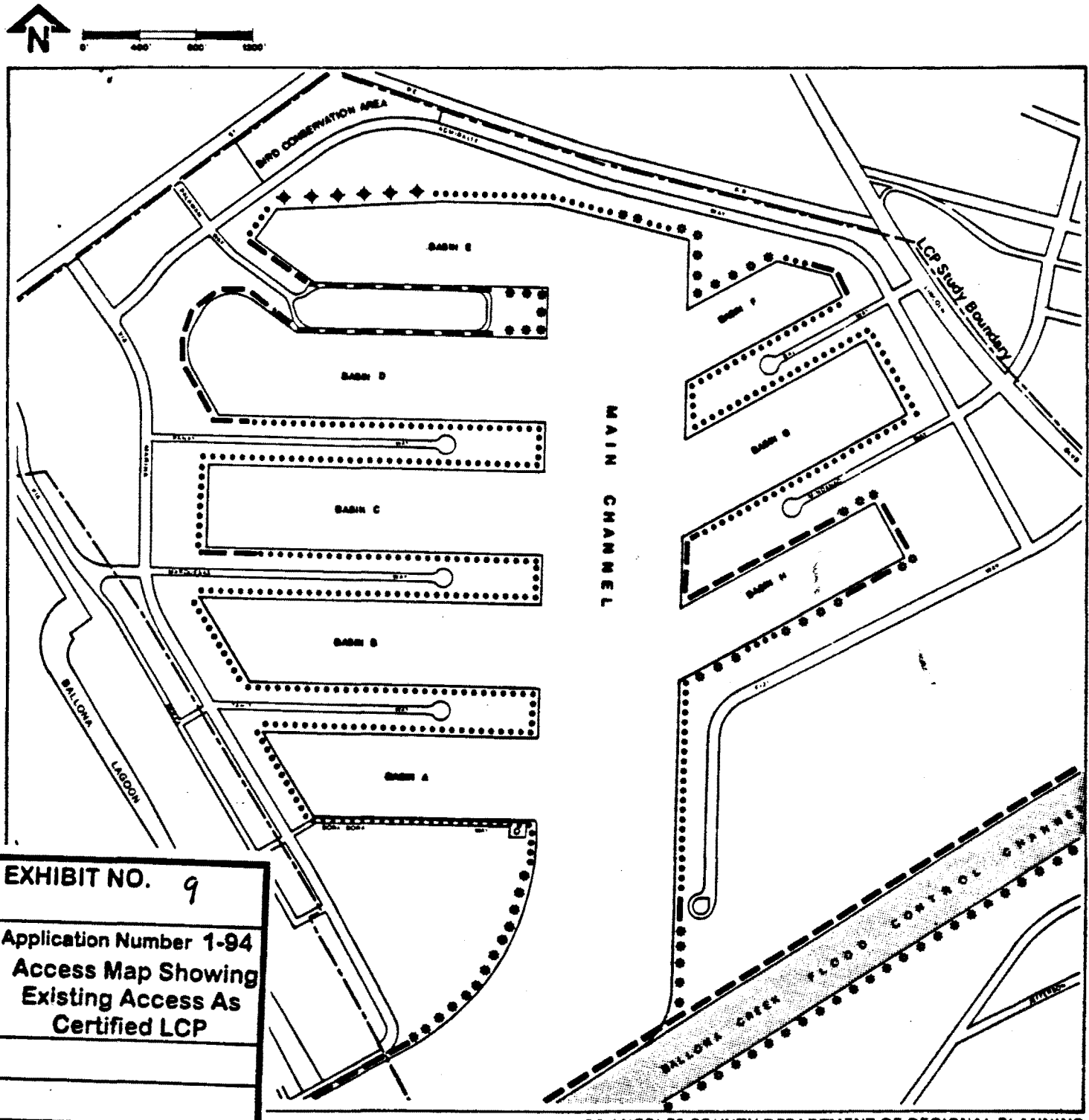


EXHIBIT NO. 9

Application Number 1-94
Access Map Showing Existing Access As Certified LCP

California Coastal Commission

LOS ANGELES COUNTY DEPARTMENT OF REGIONAL PLANNING

SHORELINE ACCESS IMPROVEMENTS

MAP 4

THIS MAP IDENTIFIES IMPROVEMENTS WHICH WILL ENHANCE THE ACCESSWAYS SHOWN ON EXISTING SHORELINE ACCESS MAP

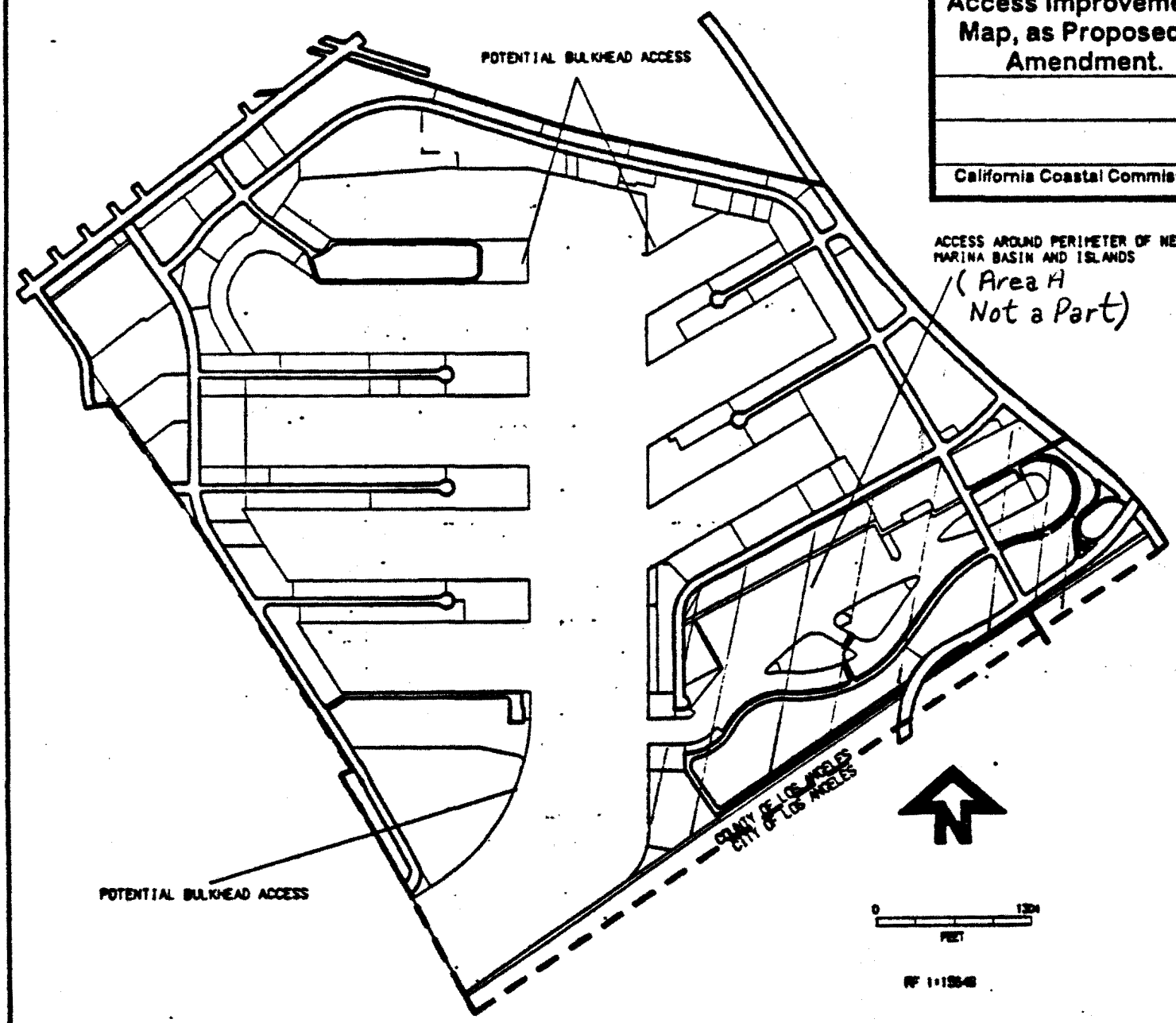
A SHUTTLE SYSTEM MAY ALSO BE IMPLEMENTED TO SERVE MARINA DEL REY AND AREA A IN CONJUNCTION WITH DEVELOPMENT OF LIGHT RAIL OR OTHER SUB-REGIONAL TRANSPORTATION IMPROVEMENTS.

EXHIBIT NO. 10

Application Number 1-9

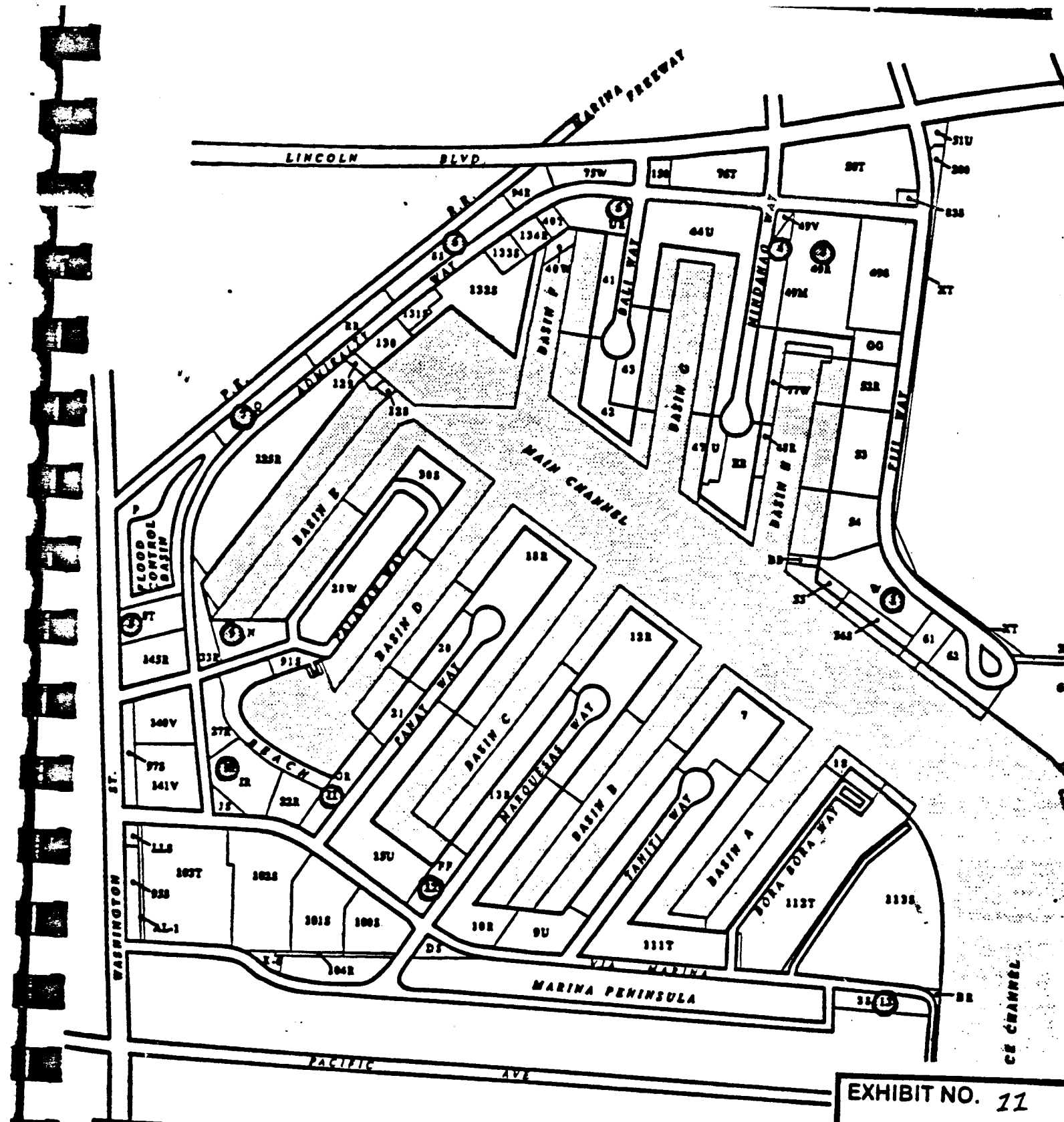
Access Improvement Map, as Proposed in Amendment.

California Coastal Commission



MARINA DEL REY

LOCAL COASTAL PROGRAM



PUBLIC PARKING LOT NUMBERS

LOS ANGELES COUNTY
DEPT. OF BEACHES & HARBORS
MARINA DEL REY PARCEL PLAN
DECEMBER 1989

EXHIBIT NO. 11

Application Number 1-94
Map showing existin
Public Parking Lots i
Marina

California Coastal Commissior

K. RECOMMENDED LAND AND WATER USES

MARINA DEL REY SMALL CRAFT HARBOR

Land and Water Use Plan (Summary)

Parcel No.	Net Leasable Areas Land Sq. Ft.	Net Leasable Areas Water Sq. Ft.	Primary Uses
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

EXHIBIT NO. 11 a
Application Number 1-94
MDR Parcels and Uses in Certified Plan.
1 of 3
California Coastal Commission

MARINA DEL REY SMALL CRAFT HARBOR

Land and Water Use Plan (Summary)

Parcel No.	Net Leasable Areas Land Sq. Ft.	Net Leasable Areas Water Sq. Ft.	Primary Uses
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	42,583	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

EXHIBIT NO. 11a
Application Number 1-9

MARINA DEL REY SMALL CRAFT HARBOR

Land and Water Use Plan (Summary)

Parcel No.	Net Leasable Areas Land Sq. Ft.	Net Leasable Areas Water Sq. Ft.	Primary Uses
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

EXHIBIT NO. 11a
Application Number 1-9
3 of
California Coastal Commissi

MARINA DEL REY SMALL CRAFT HARBOR

Land and Water Use Plan (Summary)

Parcel No.	Net Leasable Areas Land Sq. Ft.	Net Leasable Areas Water Sq. Ft.	Primary Uses
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	486,809	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)

EXHIBIT NO. 11b

Application Number 1-9

1 of

California Coastal Commiss

MARINA DEL REY SMALL CRAFT HARBOR

Land and Water Use Plan (Summary)

Parcel No.	Net Leasable Areas Land Sq. Ft.	Net Leasable Areas Water Sq. Ft.	Primary Uses
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).

EXHIBIT NO. 11b
Application Number 1-94
2 of 2
California Coastal Commission

TABLE 3-1
Marina del Rey Traffic Study
Existing Conditions

Intersection	AM PEAK V/C	AM PEAK LOS	PM PEAK V/C	PM PEAK LOS
Via Marina & Washington St	0.70	C	0.96	E
Via Marina & Admiralty Way	0.51	A	0.83	D
Via Marina & Panay Way	0.58	A	0.53	A
Via Marina & Marquesas Way	0.33	A	0.39	A
Via Marina & Tahiti Way	0.41	A	0.40	A
Via Marina & Bora Bora Way	0.35	A	0.33	A
Palawan Way & Admiralty Way	0.68	B	1.06	F
Lincoln Blvd & Washington Blvd	1.00	F	1.19	F
Lincoln Blvd & Marina Expwy	0.84	D	0.95	E
Admiralty Way & Bali Way	0.58	A	0.99	E
Lincoln Blvd & Bali way	0.57	A	0.82	D
Admiralty Way & Mindanao Way	0.80	D	0.99	E
Lincoln Boulevard & Mindanao Way	0.88	D	0.90	E
Admiralty Way & Fiji Way	0.31	A	0.51	A
Lincoln Blvd & Fiji Way	0.58	A	0.83	D
Mindanao Way & Marina Expwy EB	0.86	D	0.93	E
Mindanao Way & Marina Expwy WB	0.59	A	0.81	D
Culver Blvd & Jefferson Blvd	0.92	E	1.00	F
Lincoln Blvd & Jefferson Blvd	1.01	F	0.99	E

MDR Traffic Study, Jan. 17, 1991, DKS Assoc.

EXHIBIT NO. 12
Application Number 1-94
Traffic - Level OF Service (LOS)
California Coastal Commission

Evening Peak hour traffic levels of service and volume capacity ratios at key intersections adjacent to and outside of the Marina del Rey

Intersection	2010 ambient		Certified LCP unmitigated		LCPA mitigated including Area A	
	V/C	LOS	V/C	LOS	V/C	LOS
Lincoln/ Washington	1.67	F	1.77	F	1.88	F
Lincoln/Route 90	1.34	F	1.40	F	1.46	F
Lincoln /Bali	1.14	F	1.23	F	1.17	F
Lincoln/ Mindanao	1.26	F	1.36	F	1.33	F
Lincoln/Fiji	1.18	F	1.24	F	1.16	F
Via Marina/ Washington	1.05	F	1.25	F	1.65	F

EXHIBIT NO. 13

Application Number 1-94
Traffic Levels at Key Intersections

California Coastal Commission

Mitigation ratios Identified in key intersections	Differences in volume capacity ratios, after mitigation, in identified key intersections, including Playa Vista	
	Certified LCP	Both Proposed LCPA's
Lincoln/Washington	0.10	0.21
Lincoln/ Route 90	0.06	0.22
Lincoln/Bali	0.09	0.03
Lincoln/Mindanao	0.10	0.07
Lincoln/Fiji	0.06	-0.02
via Marina/Washington	0.20	0.60

The County estimates that the total evening peak hour trips attributable to Playa Vista will be 1504 and total trips attributable to the second generation of the existing Marina will be 2874. In other words, about 2/3, 65.7 % of the new evening peak hour trips will be attributable to the Marina del Rey. Without intersection volumes and breakdowns by source, the actual number without Playa Vista is not available.

EXHIBIT NO. 14

Application Number 1-94

California Coastal Commission

Table 2-18

PM Peak Hour Trip Generation for Phase II Development Using New Rates

Development	Units	PM Peak Hour Trip Rates	PM Peak Hour Trips	Trip Share (%)
Hotel Rooms	740	0.353	261	16.3
Restaurant Seats	450	0.250	113	7.0
Boat Slips	515	0.137	71	4.4
1000 sq ft Commercial	14	22.632	317	19.8
Residential Units	1500	0.326	489	30.6
1000 sq ft Office	200	1.749	350	21.9
Total			1600	100.0

Note: Marine Commercial can develop in Phase II buildout

MDR Traffic Study, Jan 17, 1991 DKS Assoc.

EXHIBIT NO. 15

Application Number 1-94

Table Showing Development and Peak Hour Trips using Rates in LCP Amendment

California Coastal Commission

Table 2-17

Allowable Development in Phase II
Constrained by 2400 PM Peak Hour Trips

Development	Units	PM Peak Hour Trip Rates	PM Peak Hour Trips	Trip Share (%)
Hotel Rooms	740	0.70	518	21.6
Restaurant Seats	450	0.07	32	1.3
Boat Slips	515	0.30	155	6.4
1000 sq ft Commercial	14	14.70	206	8.6
Residential Units	1500	0.70	1050	43.8
1000 sq ft Office	200	2.20	440	18.3
Total			2400	100.0

Note: Marine Commercial can develop in Phase II buildout

MDR Traffic Study, Jan 17, 1991. DKS Assoc.

EXHIBIT NO. 16
Application Number 1-94
Table Showing Development and Peak hour trips using Rates in Certified Plan
California Coastal Commission

EXHIBIT NO. 77

Application Number 1-9-

Map of Proposed Height Limits LCP Amendment

California Coastal Commission

PROPOSED HEIGHT LIMITS

Proposed P staff - sugge

40 Foot Restricted Area

45 Foot Standard

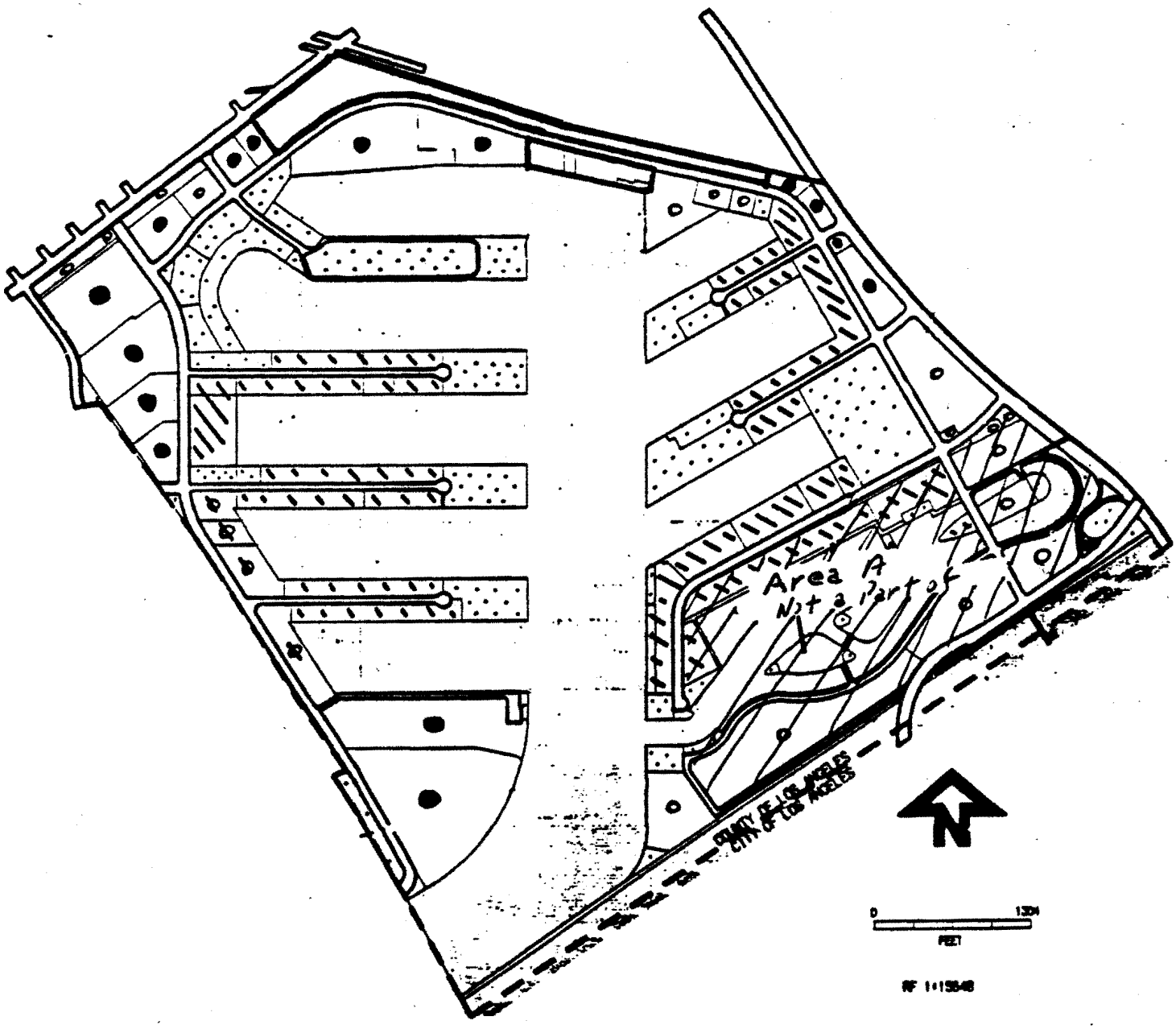
140 Foot Standard

225 Foot Standard

Optional Height Areas With View Corridors

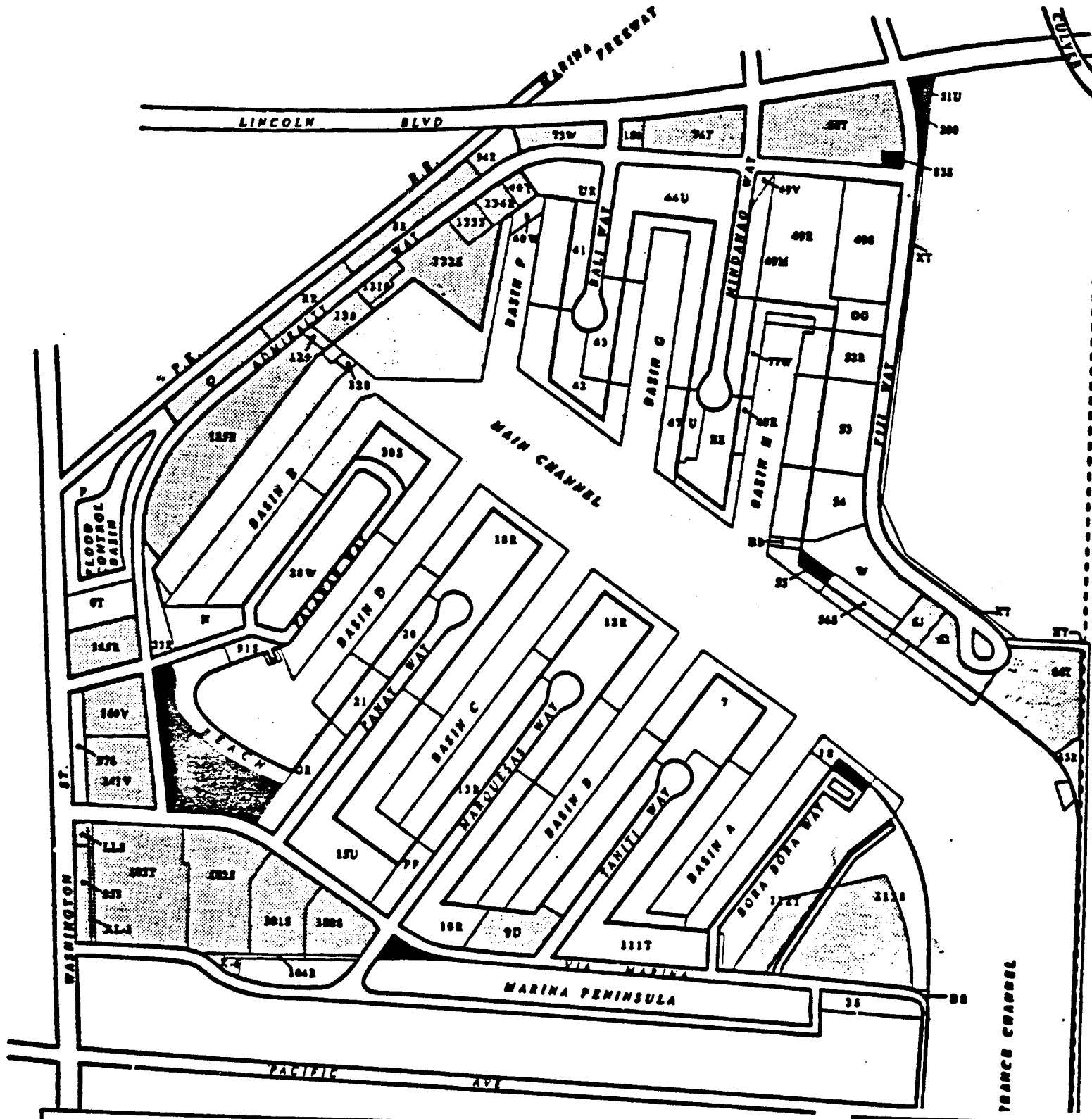
45-75 Foot Option Area

140-225 Foot Option Area



MARINA DEL REY

LOCAL COASTAL PROGRAM



ONE STORY
TWO STORY
THREE STORY
UNLIMITED

MARINA DEL REY
BUILDING HEIGHT RESTRICTIONS
DECEMBER 1989

EXHIBIT NO. 18

Application Number 1-94

Building Height Restrictions Map from Architectural Standards Manual

Certified LCP

California Coastal Commission

I. 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	
23	100 101 102 (portion)	U	
24	102 (portion) 103R	U	

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

EXHIBIT NO. 19

Application Number 1-9

Building Height Restrictions Per Parcel from Architectural Standards Manual

1 of 3

California Coastal Commission

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)	
39	131, 132 (portion), 133	1
40	40	U
41	41	3
42	42	3
43	43	3
44, 45, 46, 47	44T	3
48	87S	3
49	77T	3
50	50R	3
51	51	U
52	78T	1
53	53	3
54	54	3
55	55	3
56, 57, 58, 59, 60	56S	1
61	61	3
62	62	3
64	64	3
65	65R	3
66	97R (portion)	3
67	75T	1
76	76R	U
79	111T (portion)	U
		3 (See Page 19)

EXHIBIT NO. 19

Application Number

2 of 3

California Coastal Commiss

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

EXHIBIT NO. 19
Application Number

3 of 3
California Coastal Commission

MODIFIED HEIGHT LIMITS

25 ft.

40 ft.

45 ft.

45-75 ft.

75-140 ft.

140 ft.

225 ft.

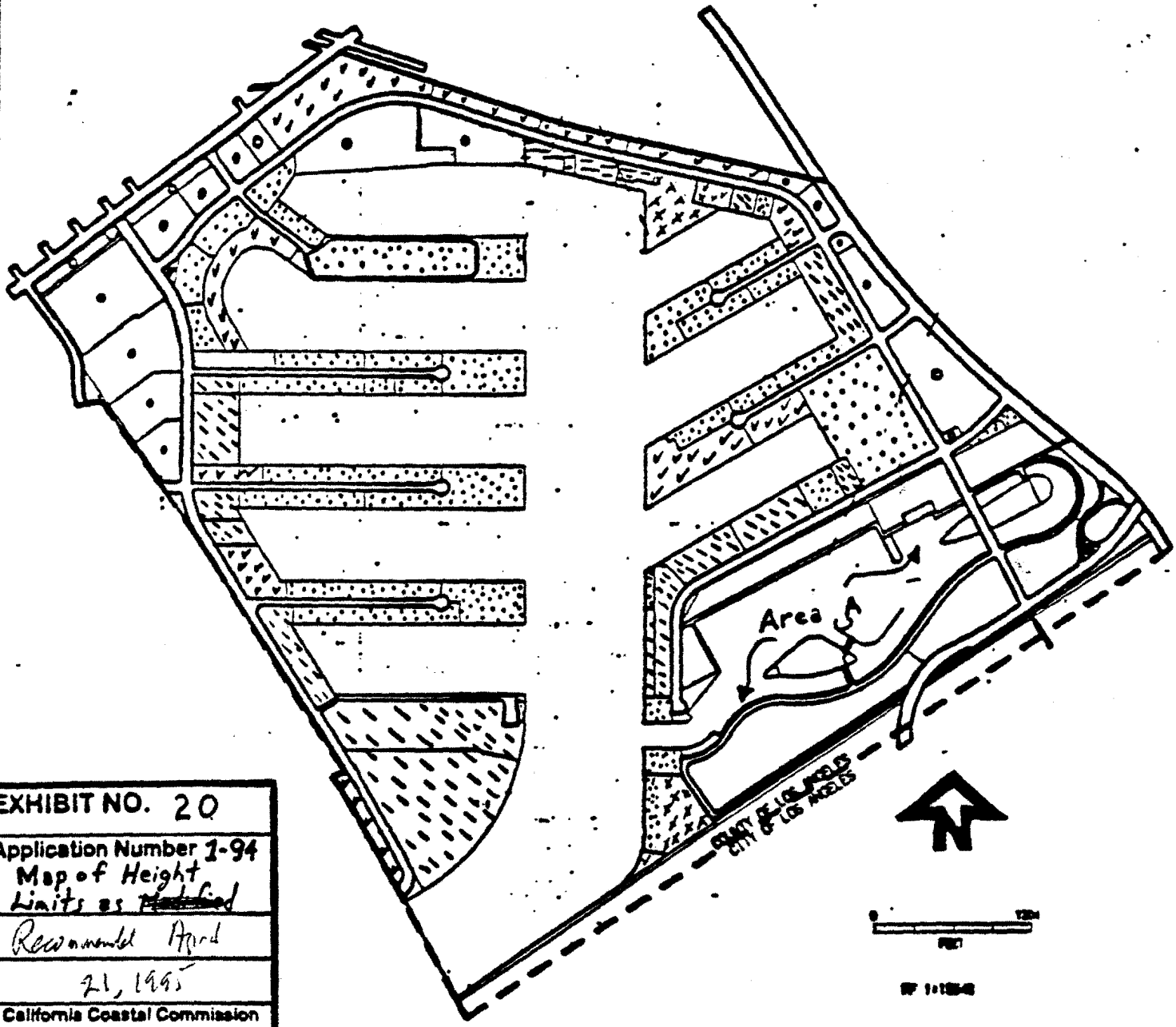


EXHIBIT NO. 20

Application Number 1-94
Map of Height Limits as ~~Modified~~
Recommended April 21, 1995

California Coastal Commission

MARINA DEL REY LOCAL COASTAL PROGRAM

Los Angeles County
Department of Regional Planning

Director of Planning. James E. Hartl, AICP

May 9, 1995

EXHIBIT NO. 21

Application Number LACC 94-1 MDR LCPA
Letter from James. Hartl May 9, 1995

Regarding recommendations and issues

California Coastal Commission

California Coastal Commission
c/o Carl L. Williams, Chairman
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Dear Commissioners:

SUBJECT: LOS ANGELES COUNTY REQUEST FOR AMENDMENT TO THE MARINA DEL REY LOCAL COASTAL PROGRAM

Critical Needs

On behalf of the County of Los Angeles Board of Supervisors, I am pleased to present for your Commission's consideration an amendment to the County's Marina del Rey Local Coastal Program. A critical time has approached for the Marina. Many issues, such as circulation to and through the Marina, harbor maintenance, public facilities, and refurbishment of aging facilities both in the water and on the land side of the Marina, must be dealt with in a comprehensive and timely manner. Without the needed changes proposed in the County's amendment, the Marina faces inevitable deterioration and decline. The County is looking to the Commission for leadership and assistance in the process of restoring Marina del Rey to a position of preeminence among public marinas.

Public Planning Process

County staff has spent more than five years drafting the plan amendment before you, including working tirelessly with the many interests -- including the public -- involved in the decision process. The County conducted nearly twenty hours of public hearings last year on this amendment before the Regional Planning Commission and Board of Supervisors. Some members of the public, who will speak at your hearing on Wednesday, spoke on as many as four occasions directly to the County decision makers. Their views were thoroughly aired and debated in staff reports during the hearing process.

Highlights of the LCP Amendment

The highlights of the LCP amendment include the following:

- Removal of the Marina Bypass from the plan in favor of

320 West Temple Street Los Angeles, CA 90012 213 974 6411 FAX 213 626 0434

widening and improving internal marina streets and intersections, and contributing to the mitigation of off-site traffic impacts.

- Creation of a "Waterfront Overlay Zone" to facilitate and encourage maximum use of waterfront parcels for marina-dependent and public visitor-serving uses.

- Expansion of wet boat slips through the "Funnel Concept" in the marina's main channel, which would allow up to 383 more slips.

- Provision of 12.7 acres of new park land and water areas to be opened for public use, including a separate water-oriented park around the Oxford Flood Control Basin.

- Expansion of the Marina library to house a nautical library and collection.

- Provision of two terminal sites for the initiation of public ferry services between the marina and other coastal destinations including Santa Catalina Island.

- Substantial increase in the number of permitted restaurants and other visitor-serving retail attractions, and a corresponding decrease in the amount of future office space.

- Allocation of space for the location of a marine science museum, and the construction of a much-needed public conference center.

- Experimentation with the provision of a senior citizen congregate care facility to bring a new segment of the public into the marina.

- Requirements, within the constraints of public safety, for opening up all waterfront bulkheads to public pedestrian access during the refurbishment process.

- Creation of a new residential mitigation fee to support improvement of new parks and addition of more recreational facilities.

- Requirements for wind-tunnel simulation studies for any proposed structures over 45 feet to ensure the compatibility of building design with preservation of sailing conditions within the marina.

Exhibit 21 p2

For the above reasons, we believe the amendment before you represents a carefully-crafted balance between the preservation and enhancement of the small craft harbor recreational facilities and supporting services, and the opportunities for critically needed refurbishment of land side lease holdings. We urge you to vote approval of the County's LCP amendment.

Segmentation of Area A

At your March 1995 meeting, the Commission approved findings to segment the Marina LCP area into two components -- Playa Vista Area A and the existing small craft harbor -- and proceed with action on the marina area only. Given this previous decision, we understand that it may be technically difficult for the Commission to adopt the County's plan as submitted, since it contains both policy and implementation for Area A. If the staff proposed plan, referred to as the "suggested modifications," must be used as the basis for the Commission action, since it removes the Area A language, then we offer the following modifications to the staff's proposal that, if approved by your Commission, would result in a modified plan that reasonably resembles the one submitted by the Board of Supervisors.

County Changes to Staff "Suggested Modifications"

We have worked with your staff for the past five months in an effort to resolve differences of opinion on the best approach to rebuilding the Marina. While County staff are not authorized to endorse changes to Board-approved policy on our own, there are many changes of a minor nature proposed in the staff "Suggested Modifications" that we could support and recommend favorably to the Board of Supervisors, when we return to them for final approval. However, there are a few major changes included in your staff recommendations that, if approved by your Commission, would render the County's mission to refurbish the Marina nearly impossible to accomplish. We are opposed to these changes, and must recommend against your approving the "Suggested Modifications," as contained in the April 21, 1995 document. Instead, we would urge you to consider including the following changes to the staff's "Suggested Modifications." With the inclusion of these changes, the County staff would be able to favorably recommend this final package of modifications to the Board of Supervisors for their consideration.

1) Open Space Standards

The County's amendment proposes to create a Coastal Improvement Fund and fee for the purposes of financing additional public parks and recreational facilities. This fee is to be assessed against new residential units over and above those existing in the Marina today. The fee is set at $600 per unit, and the proceeds of the

Exhibit 21 p 8

fund will be used to finance creation of new parks and recreational facilities. Some 12.7 acres of additional Marina property is directly targeted for public use improvements. The fund may be used on several other sites to further enhance recreational facilities.

This fee is not required by the Coastal Act, nor has any previous certification of the Marina LCP required this fee. The fund is only intended to finance the initial capital improvements to the parks. It cannot support the on-going maintenance and operational expenses that will become the responsibility of the County, once the parks are created. Sources of funding for this purpose must still be found.

The County opposes the staff's "suggested modifications" because the staff wishes to dictate to the County which parcels must be set aside for park parcels, and requires substantially more acreage to be set aside for park land. Your staff completely overlooks the County's burden of additional park maintenance costs, and the loss of revenue that would occur by staff's arbitrary designation of new park sites that are not consistent with the County's overall plans for the Marina. **We, therefore, request reinstatement of the Board's original policy language on this issue. Our proposed rewording of the "suggested modifications" is attached and denoted as "Open Space Standards."**

2) View Corridors

The issue of view corridor standards may simply be understood as a question of equity and fairness. Should not all parcels similarly situated be treated the same? That is the fairness question. In fact, the staff "modifications" would impose significantly different standards on eight parcels situated at various locations throughout the Marina. Not only are the standards different, but the degree of land area being requested to meet the standards are so extreme as to render the parcels virtually useless as part of a redevelopment project. Thus, the equity question comes into play. We simply think the staff proposals are unfair, over-reaching in their aim to extract concessions from leasehold parcels, and ultimately counter-productive, as none of these parcels will redevelop, given these disincentives. **We, therefore, request reinstatement of the Board's original policy language on this issue. Our proposed rewording of the "suggested modifications" is attached and denoted as "View Corridor Standards."**

3) Height Standards

The County's amendment request proposes changes to the height standards of the certified LCP for the following reasons: to provide incentives to create more variety of design in new

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p 4

buildings, to make it possible to open up more view corridors of the harbor, and to avoid the monotony of design that currently prevails in the Marina. We do not favor taller buildings as a rule, but rather believe that if taller buildings can serve a useful public purpose such as providing greater views of the harbor and more public recreation space, then we are willing to allow them.

To protect the interest of boaters in the fairways and main channel, and to ensure adequate winds, all new buildings above 45 feet in height will be subjected to wind tunnel testing, and the building height and design will be modified if deemed necessary by the results of the testing. We believe that the Marina will be a much more interesting place to visit and recreate in, if we have a variety of buildings with low, medium, and high rise heights.

One factor overlooked in the staff and public criticism directed at the County's proposed height standards relates to the amount of development potential available for new structures. Because new development potential is spread throughout the Marina via the Development Zone Concept, very few zones have enough such potential to allow more than a single high rise in a given zone. Greater heights do not include more density, which is strictly limited in the plan. The LCP amendment simply will not accommodate a wall of high rises, but permits selective taller structures to occur, with a corresponding increase in the amount of open space available. We, therefore, request reinstatement of the Board's original policy language on this issue. Our proposed rewording of the "suggested modifications" is attached and denoted as "Height Standards."

4) Hotel on Parcel 9

In the certified Marina LCP, Parcel 9 is designated for a hotel site. The County's LCP amendment re-designates Parcel 9 as a Residential V category, within the Waterfront Overlay Zone(WOZ). The WOZ allows the option of developing this parcel for a hotel, by converting some of the residential potential into hotel potential. Since this parcel is the last vacant parcel left in the Marina, the County initiated the change in land use designation to allow for flexibility in pursuing the most appropriate use of this site. In the spirit of compromise, County staff is offering the Commission the opportunity to return this site to a hotel designation, if your Commission was so inclined. In conjunction with this change, County staff also would offer to return Parcel OT to a Parking land use designation. We believe these changes fall within the framework of the LCP-approved amendment, and we could favorably recommend them to the Board of Supervisors for their consideration.

From the Commission's standpoint, these changes would remove two parcels from the residential category, and reduce the amount of

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allocated residential development potential in favor of more hotel potential. Our proposed rewording of the "suggested modifications" is attached and denoted as "New Hotel Parcel."

In summary, we recommend that the Coastal Commission approve the Marina del Rey Local Coastal Program as submitted by the County. If the Commission feels it is appropriate to start with your staff's "suggested modifications," we recommend that you modify them in accordance with the attached wording for 1) open space, 2) view corridors, 3) height standards, and 4) Hotel on Parcel 9.

Should you have any questions about the County's LCP amendment package, or the comments contained in this letter, please call me at 213 974-6401 or George Malone, of my staff, at 213 974-6427. We are pleased to be of assistance.

Very truly yours,

DEPARTMENT OF REGIONAL PLANNING

James E. Hartl, AICP
Director of Planning

JEH:GTM:mg
attachments

Exhibit 21 pg

LOS ANGELES COUNTY

MARINA DEL REY LCP SEGMENT 1-94

COUNTY REQUESTED CHANGES TO "SUGGESTED MODIFICATIONS"

**** OPEN SPACE STANDARDS ****

REQUEST: Change the "open space standards" to reflect the proposals submitted by the Los Angeles County Board of Supervisors.

(see attached pages for specific text changes)

EXHIBIT NO. 21 a
Application Number LACO 94-1 MDR LCPA Letter from James. Hartl May 9, 1995 Attachment A Open Space
Suggested changes to staff recommendation
California Coastal Commission

LUP Changes

- *All* development ~~particularly visitor-serving commercial uses~~ proposed adjacent to the main channel shall provide additional opportunities and vantage points for public viewing of boating activity.
- *All development, redevelopment or intensification on Waterfront Parcels shall provide an unobstructed view corridor of no less than twenty (20) percent of the parcel's water front providing public views of the Marina Boat Basins and or Channels.*

Policies 17, 18 19 and 20, *addressing Area A, shall be deleted from the Marina del Rey segment.*

2. Recreation and Visitor-Serving Facilities.

A. *Change Map 6 to include: ~~parcels 9 and UR as Open Space~~ parcels W, 49M, OT, and 94 as parking lots; parcels 77, 49R and 49S as Boat Storage.*

e. Policies and Actions

Recreation and Visitor-Serving Uses

~~1. *All significant adverse direct and cumulative impacts of residential development on public recreation and on visitor serving uses shall be fully mitigated on site, where feasible, or by contribution to the Coastal Access and Recreation Improvement Fund identified in appendix I. The Coastal Access and Recreation Improvement Fund may be used to improve the following lots as public parks:*~~

~~*Parcel FF*~~
~~*Parcel P (land portion)*~~
~~*Parcel 3 (a 5,000 square foot strip along the southerly boundary)*~~
~~*Parcel UR*~~
~~*Parcel 9*~~

1.5 *Existing coastal dependent recreational and visitor serving uses shall be preserved and new* visitor-serving uses ~~may~~ *shall* be provided *consistent with* ~~in the study area in accordance~~ with the Existing/Proposed Visitor-Serving Facilities, as depicted on Map 6. Typical visitor-serving uses may include public or private recreation, cultural and educational facilities, gift and specialty shops, service concessions (i.e., boat, bicycle or skate rentals), food and drink establishments, overnight lodgings and related parking areas. Specific improvements *required pursuant to policy 2.5 before occupancy of*

1. Visitor-serving uses may be provided in the study area in accordance with the Existing/Proposed Visitor-Serving Facilities, as depicted on Map 6. Typical visitor-serving uses may include public or private recreation, cultural and educational facilities, gift and specialty shops, service concessions (i.e., boat, bicycle or skate rentals), food and drink establishments, overnight lodgings and related parking areas. Specific improvements proposed by this LUP include the conversion of Parcel FF from a parking lot to a public park, and improvements to Parcel P (the Oxford flood control basin) to accommodate public recreational use of the site. The creation of a Coastal Improvement Fund is recommended as a means of funding public use facilities.

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P2

LUP Changes

residential units ~~proposed by this LUP~~ *shall* include *but not be limited to: (a)* the conversion of Parcel FF *(2.05 Acres)* from a parking lot to a public park, *(b)* and improvements *of no less than two landside acres of*-to Parcel P (the Oxford flood control basin), *(c) improvement of parcel 9 (3.67 Acres) and parcel UR (2.23 Acres)* to accommodate public recreational use of the sites, *and (d) the creation of additional viewing and picnic area in no less than 5,000 square feet, including the seaward-most 100 feet, of Parcel 3, and (e) provision of picnic areas in Admiralty Park providing a total of 10.04 acres of public park land of the total 15.5 acres required at full redevelopment.*

The County and/or the developers of residential units shall provide the remaining 4.96 acres on other publicly controlled sites in the Marina, or on privately controlled sites upon renegotiation of leases prior to redevelopment. Adjustments of parcel boundaries on parcels 64 and 113 adjacent to the main channel, and dedications of recreation land upon major intensification of use are recommended as methods of providing any of the remaining 4.96 acres of land required pursuant to Policy 2.5 before occupancy of the projected residential units. The creation of a Coastal *Access and Recreation* Improvement Fund is recommended as a means of funding *the improvement of new* public *recreation* use facilities.

2. As defined by the Coastal Act and specified in the specific design guidelines for each parcel in the Local Implementation Program, ~~new~~ *all* development shall provide ~~additional~~ *adequate public* recreational opportunities including trails, bikeways, (additions and/or extensions of existing bike path), open space/park areas and viewing areas ~~as appropriate~~. Adequate support facilities (bike storage lockers, drinking fountains, etc.) shall also be provided. *At a minimum, these facilities shall include the 20 foot wide pedestrian promenade, and viewing areas required in policy below. While additional public recreation facilities may be provided through participation in the CAIP fund noted in Policy 5 below, to the maximum extent feasible and consistent with all other provisions of the certified Local Coastal Program, the public recreation facilities listed above shall be provided on-site.*

2.25. Any park area unavoidably lost as a result of development consistent with all other provisions of the certified Local Coastal Program,, including the widening of Admiralty Way, shall be replaced on a 1:1 basis within or adjacent to existing parks, or on other land adjacent to the entrance channel prior to widening Admiralty Way.

2.5 No occupancy of any additional residential development shall occur in the Marina del Rey before construction of all improvements required to mitigate all increased impacts of such development on public recreation and visitor serving uses. Additional residential development in the Marina shall require the park improvements identified in Policy 1.5 in four phases of 645 units. Each additional 645 units shall require a minimum of 3.88 acres of improved public park land and shall be based on the County standard of 4 acres of park per 1,000 additional residents. Residential occupancy shall be based on 1990 census rates of 1.6 persons per new unit. Prior to occupancy of each 645 units, a minimum of 3.88 acres of park shall be improved and open to the public.

a) Phasing of Development.

2. As defined by the Coastal Act and specified in the specific design guidelines for each parcel in the Local Implementation Program, new development shall provide additional recreational opportunities including trails, bikeways, (additions and/or extensions of existing bike path), open space/park areas and viewing areas as appropriate. Adequate support facilities (bike storage lockers, drinking fountains, etc.) shall also be provided.

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- *Construction of any allowable additional residential development in the Marina del Rey shall occur in four phases of 645 units. Each phase requires a minimum of 3.88 acres of improved park land. No more than 645 additional residential units may be developed before improvement and opening of each new public park as specified below:*
  - *Prior to development of any additional residential unit after the 645th unit, the first park, parcel UR, as well as additional picnic areas and public bathrooms in Admiralty Park and parcel 3 shall be improved and open,*
  - *Prior to development of any additional residential unit after the 1291st unit, the second park, parcel FF, shall be improved and open.*
  - *Prior to development of any additional residential unit after the 1976th unit, the third park, parcel 9, shall be improved and open.*

b) Limitation on Occupancy.

- *No occupancy of any additional residential development shall occur in the Marina del Rey before completion of improvements required to mitigate all impacts of such development on public recreation and visitor serving uses as specified in the schedule set forth below:*
  - *Prior to occupancy of any of the first 645 additional residential units, the first park, parcel UR, and additional picnic areas and public bathrooms in Admiralty Park and parcel 3 shall be improved and open.*
  - *Prior to occupancy of the 646th unit to the 1291st additional residential unit the second park, parcel FF, shall be improved and open.*
  - *Prior to occupancy of the any unit after the 1291st and before the 1936th additional residential unit, the third park, parcel 9, shall be improved and open.*
  - *Prior to occupancy of the 1936th to the 1285th additional residential unit, the fourth park, the land portion of Parcel P, shall be improved and open.*

3. Existing and proposed recreation and visitor-serving uses in the Marina, as ~~shown on Map 6, Existing/Proposed Visitor Serving Facilities,~~ shall be protected. *Visitor serving uses shown on Map 6, Existing/Proposed Visitor-Serving Facilities, shall be preserved or replaced on-site, as part of re-development. Other existing recreation or visitor serving facilities not shown on Map 6 may be relocated in conjunction with development as long as the use is replaced within the Marina, prior to commencement of development which displaces such use.*

   References to Area A in the remainder of policy 3 shall be deleted from the Marina del Rey text.

4. Lower cost visitor-serving facilities shall be protected and, to the extent feasible, new lower cost visitor-serving uses shall be encouraged and provided within the existing Marina. *At a minimum, no less than 25% of each hotel designated site, and/or of any parcel converted to hotel on the basis of the WOZ, shall be designated for a lower cost overnight facility.*

LUP Changes

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3. Existing and proposed recreation and visitor-serving uses in the Marina, as shown on Map 6, Existing/Proposed Visitor-Serving Facilities, shall be protected. ~~In Area A, the parcels located south of the new Marina basin shall be designated for housing with a public shoreline promenade along the northern border of the housing area. Adequate park and recreation space and visitor serving uses shall be provided in Area A to assure that new development does not overload existing coastal recreation areas and to encourage and accommodate visitors from outside the Coastal Zone.~~

4. Lower cost visitor-serving facilities shall be protected and, to the extent feasible, new lower cost visitor-serving uses shall be encouraged and provided within the existing Marina, ~~and Area A.~~

LUP Changes

5. ~~*Where an applicant demonstrates that it is not feasible for residential development to provide public recreational facilities on-site, such residential development shall.* Any new proposal for construction of facilities in the existing Marina that is a non-coastal priority or non-marine related use shall require off-setting mitigation. Mitigation shall be accomplished by~~ contribut*ion on a fair and equitable basis,* to a Coastal Access Improvement Fund. ~~This Fund is primarily intended~~ to finance construction of local park facilities *on parcels 3, 9, UR, P and FF.* ~~Uses exempt from this policy requirement include hotels, visitor-serving commercial, office, and Marina commercial uses.~~

6. *Policy 5, that addresses Area A, shall be deleted from the Marina del Rey segment.*

Parking Policies

Applicable Regulations

7. All ~~applicants for new~~ development, ~~either for~~ *including redevelopment,* expansion projects or new construction, shall be subject to the applicable parking requirements set forth in Los Angeles County Code, Title 22 (Zoning), *as certified by the Commission in Appendix A of this Specific Plan.* ~~that are in effect at the time of application.~~ *In addition, public recreation areas shall be supported with visible public parking, consistent with the standards of Title 22,* ~~within the Marina area, applicants shall comply with parking guidelines as set forth in Title 22 (zoning ordinance) in effect on January 1, 1986,~~ *except that boat launch, boat storage, and marina parking and design shall be provided as specified in* the Dept. of Beaches and Harbors' *Specifications and Minimum Standards of Architectural Treatment and Construction adopted in 1989.*

Parking Facility Design

8. Parking facilities shall be integrated into the overall design of new ~~construction projects~~ *all development* and landscaped to soften their visual appearance. All parking shall be located either below grade, or within multi-story structures, or, if on level grade, shall be attractively designed with a buffer of landscaping, berms or other screening materials.

Public Lots

9. Public parking lots shall be provided in locations convenient to key visitor attractions in the Marina. The lots shall feature adequate locational signage and publicity. *If P*parking fees *are charged, parking fees* shall be kept low so that the general public may use the Marina facilities for free or at nominal rates.

10. Public parking lots shall not be assigned to, nor allocated for use by private leasehold uses for the purposes of satisfying parking requirements for such private uses. All private uses shall satisfy their parking requirements on site.

5. Any new proposal for construction of facilities in the existing Marina ~~or Area A~~ that is a non-coastal priority or non-marine related use shall require off-setting mitigation. Mitigation shall be accomplished by contribution to a Coastal Improvement Fund. This Fund is primarily intended to finance construction of local park facilities. Uses exempt from this policy requirement include hotels, visitor-serving commercial, office, and marine commercial uses.

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LUP Changes

Coastal Act and this LCP, and 2) all policies and development standards in the certified LCP, including the amount of development potential allocated to the Development Zone in which the parcel is located, and by the principle permitted land use assigned to that parcel, ***permitted in the Waterfront Overlay Zone, or*** ~~Other~~ ***Identified in the LCP as compatible uses that*** may be allowed, subject to a grant of a Conditional Use Permit.

Actual entitlement to develop a new use, ***or to change*** or expand an existing use on a given parcel shall be determined by ~~a planning process that~~ ***the coastal development permit process as contained in section 56 of Title 22, (Planning & Zoning) of the Los Angeles County Code which*** may culminate in either granting, denying or ***conditional approval*** of a Coastal Development Permit. This process shall analyze all applicable policies of this LUP, the County-wide General Plan, and Title 22 (Planning & Zoning) of the Los Angeles County Code, in determining the design, location, and intensity of development on a specific parcel. This process also shall determine the extent of off-setting mitigation measures that may ***shall*** be required of ***an applicant*** ~~the developer~~.

NON-PRIORITY USES

7. 8. Coastal Housing not a Priority. Although construction of housing is not a priority use in the Coastal Zone, additional opportunities for coastal housing may be provided, where appropriate.

- ***All*** New development of coastal housing shall be contingent upon meeting all applicable ***policies and development*** standards of the certified LCP, including but not limited to adequate parking, view corridors, public access to the shoreline, ***provision of new usable public recreation and open space and visitor serving recreational uses in the plan segment, provision of*** adequate traffic capacity, and ***any*** provisions for low- and moderate-income and senior citizen housing ***subsequently certified by the California coastal Commission.***

- ~~***Phasing of Development:***~~

- ~~***Consistent with recreation policy 2.5, no more than one fourth of the proposed new housing development shall be developed in the Marina del Rey before construction of public bathrooms to serve Admiralty Park, completion of park improvements to parcel UR and other improvements to increase day use capacity of existing Marina del Rey parks. No more than one half of the proposed new housing development identified in the schedule below shall be developed in the Marina del Rey before completion of park improvements to parcel FF. No more than three quarters of the proposed new housing identified in the schedule below shall be developed until parcel 9 is improved as a park. Before development of the final fourth of the new housing development identified in the schedule below of the 2685th new residential unit in the Marina del Rey, the land portion of parcel P shall be improved and open as a public viewing area.***~~

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LUP Changes

- ~~*Four new public parks and two picnic areas are contemplated to be improved as part of this LCP. Construction of any allowable additional residential development in the Marina shall occur in four phases of 645 units. Each phase requires a minimum of 3.88 acres of improved park land. No more than 645 additional units may be developed before improvement and opening of each new public park as specified.*~~

  ~~*Prior to development of any unit after the 645th unit, the first park, parcel UR, as well as additional picnic areas in Admiralty Park and parcel 3 shall be completed and open.*~~
  ~~*Prior to development of any unit after the 1291st unit, the second park, parcel FF, shall be completed and open.*~~
  ~~*Prior to development of any unit after the 1976th unit, the third park, parcel 9, shall be completed and open.*~~
  ~~*Parcel P shall be improved as a condition of development of residential units after 1976 residential units have been constructed.*~~

~~Limitation on Occupancy~~

- ~~*Consistent with Recreation Policy 2.5, no occupancy of any additional residential development shall occur in the Marina del Rey before completion of improvements required to mitigate all impacts of such development on public recreation and visitor serving uses as specified in the schedule set forth below:*~~

  ~~*Prior to occupancy of any of the 645 first units, the first park, parcel UR, and additional picnic areas in Admiralty Park and parcel 3 shall be completed and open.*~~
  ~~*Prior to occupancy of the 646th unit to the 1291st unit the second park, parcel FF, shall be completed and open.*~~
  ~~*Prior to occupancy of the any unit after the 1291st and before the 1936th unit, the third park, parcel 9, shall be completed and open.*~~
  ~~*Prior to occupancy of the 1936th to the 1285th unit, the fourth park, the land portion of Parcel P shall be completed and open.*~~

- ~~*All* New development of coastal housing on the western moles shall provide unobstructed views of the waterfront from the mole *ends and view corridors along the mole* roads. *Non priority development on the channels shall provide recreational land and along the channels.* Flexible height incentives are provided to encourage wider view corridors.~~

9. **Office Commercial Uses Not a Priority. New *or expanded* development of office commercial uses shall be discouraged, and, where permitted, confined to sites outside the Waterfront Overlay Zone.**

AFFORDABLE HOUSING

10. **Affordable and senior citizen housing projects shall be encouraged as part of 'Phase II' development *consistent with the policies and development standards of the certified LCP.***

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LUP Changes

added development of the recipient use shall not exceed the number of peak hour trips generated by the donor use. Conversion shall not be construed to allow transfer of development between Development Zones.

a) Conversion of allocated development shall be monitored such that the amount of development converted is deducted from the zone balance for the donor use and added to the zone balance for the recipient use.

b) Conversion of existing development shall be similarly monitored to ensure no increase in trip generation occurs as a result of the conversion. Conversion is limited to the amount of development existing on the parcel at the time the conversion is applied for.

Area A Final Design Options shall be deleted from this Marina del Rey segment of the LCP.

Development Potential by Zone

The following section lists the amount of potential development allocated to each Development Zone. This listing provides for new development potential over and above what is existing in the zone at the time this LCP is certified. At the end of the chapter are maps of each Development Zone depicting the land use category for each individual parcel.

Each applicant may seek entitlement for the type of development potential consistent with the principal permitted use on their parcel. The development potential identified in the "Waterfront Overlay Potential" is available to all applicants *holding parcels identified by a WOZ prefix as lying* within that *the Waterfront Overlay Zone,* ~~zone,~~ regardless of the principal permitted use designation on their parcel.

Each applicant *may apply* ~~has a right~~ to acquire entitlement, through the *coastal* development *permit* process (described in Title 22.56 elsewhere), to a portion of the *remaining* development potential assigned to each zone:

1. Bora Bora DZ -- See Map 11
   Parcels: 1, 3, 112, 113, BR
   Development Potential for Zone -
   Residential Units: 610 dwelling units
   ~~Park improvement required for 610 units is 3.6 acres~~
   Land Use Conversion Option *If WOZ noted*
   Principal Permitted Use by Parcel -
   ~~WOZ~~ Parcel 1 - Marine Commercial
   - Water
   Parcel 3 - Parking
   WOZ Parcel 112 - Residential V
   - Water
   WOZ Parcel 113 - Residential V
   Parcel BR - Open Space

2. Tahiti DZ -- See Map 12
   Parcels: 7, 8, 9, 111
   Development Potential for Zone -

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LUP Changes

Residential Units: 275 dwelling units
Hotel Rooms: 75 hotel rooms/motel units
Land Use Conversion Option *If WOZ noted*
Water: 76 boat slips (Funnel Expansion Area only)
Public open space or visitor facility.

Principal Permitted Use by Parcel -

WOZ Parcel 7	- Residential III - Water (Funnel Expansion Area)
WOZ Parcel 8	- Residential III - Water
~~WOZ~~ Parcel 9	- Residential ~~V Open Space~~ Residential V - Water
WOZ Parcel 111	- Residential III (on mole portion) - Residential V (on non-mole western portion) - Water

3. Marquesas DZ -- See Map 13
Parcels: 10, 12, 13, FF
Development Potential for Zone -
Residential Units: 320 dwelling units
Visitor-serving Commercial: 15,000 sq. feet of retail space
Public open space or visitor facility.
Land Use Conversion Option *If WOZ noted*
Water: 76 boat slips (Funnel Expansion Area only)

Principal Permitted Use by Parcel -

WOZ Parcel 10	- Residential V (on western non-mole portion) - Residential III (on mole portion) - Water
WOZ Parcel 12	- Residential IV - Water (Funnel Expansion Area)
WOZ Parcel 13	- Residential III - Water
~~WOZ~~ Parcel FF	- Open Space

4. Panay DZ -- See Map 14
Parcels: 15, 18, 20, 21, 22, GR
Development Potential for Zone -
Residential Units: 250 dwelling units & 75 congregate care units
Hotel Rooms: 48 hotel rooms/or motel units
Visitor-serving Commercial: 10,000 sq. feet of retail space
Land Use Conversion Option *If WOZ noted*
Water: 76 boat slips (Funnel Expansion Area Only)
Public open space or visitor facility.

Principal Permitted Use by Parcel -

WOZ Parcel 15	- Residential IV - Water
WOZ Parcel 18	- Residential III (on mole terminus) - Residential IV (on mole road portion) - Water (Funnel Expansion Area)
WOZ Parcel 20	- Marine Commercial

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6. Oxford DZ -- See Map 16
Parcels: 125, 128, 129, OT, P, Q, RR
Development Potential for Zone -
Residential Units: 165 dwelling units
Public Facility: Fire Station expansion permitted
Land Use Conversion Option *if WOZ noted*
Public open space or visitor facility.
Principal Permitted Use by Parcel -
WOZ Parcel 125 - Residential V (on western portion)
WOZ - Hotel (on eastern portion)
- Water
Parcel 128 - Water
Parcel 129 - Public Facility: Fire Station
- Water
Parcel OT - ~~*Parking, Residential V*~~ Residential V
Parcel P - Open Space
Parcel Q - Open Space
Parcel RR - Open Space

7. Admiralty DZ -- See Map 17
Parcels: 40, 94, 130, 131, 132, 133, 134, SS
Development Potential for Zone -
Visitor-serving Commercial: 275 restaurant seats
Hotel Rooms: 200 hotel rooms/or motel units
Office: 32,000 sq. feet of office space
Public Facilities: Library expansion permitted
Land Use Conversion Option *if WOZ noted*
Principal Permitted Use by Parcel -
Parcel 40 - Public Facility: Library
Parcel 94 - ~~*Parking, Office*~~
WOZ Parcel 130 - Visitor-serving Commercial
WOZ Parcel 131 - Visitor-serving Commercial
WOZ Parcel 132 - Marine Commercial
- Water
WOZ Parcel 133 - Visitor-serving Commercial
WOZ Parcel 134 - Office
Parcel SS - Open Space
Park Area lost in Admiralty park for road widening must be replaced on an acre per acre basis.

8. Bali DZ -- See Map 18
Parcels: 41, 42, 43, 44, 75, 76, 150, UR
Development Potential for Zone -
Visitor-serving Commercial: 75,000 sq. feet of retail space; ~~ferry terminal site & office~~ ferry terminal site & office; marine science center with 3,000 sq. feet of office; 500 restaurant seats
Hotel Rooms: 382 hotel rooms or motel units
Conference Center: 40,000 sq. feet of space
Land Use Conversion Option *if WOZ noted*
Water: 86 boat slips (Funnel Expansion Area only)
Principal Permitted Use by Parcel -
WOZ Parcel 41 - Marine Commercial
- Water

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- Water (Funnel Expansion Area)

WOZ Parcel 43 - Visitor-serving Commercial
- Water

~~WOZ~~ Parcel 44 - *Boat Storage (portion)*
- Marine Commercial (adjacent Admiralty Way)
- Visitor-serving Commercial (on mole portion)
- Water

MUZ Parcel 75 - Hotel
Parcel 76 - Office
Parcel 150 - Office
~~WOZ~~ Parcel UR - ~~Marine Commercial~~ ~~*Open Space*~~ ——— marine Commercial

9. Mindanao DZ -- See Map 19
Parcels: 47, 48, 49, 50, 52, 53, 54, 77, 83, EE, GG
Development Potential for Zone -
Visitor-serving Commercial: 14,500 sq. feet of retail space
Office: 26,000 sq. feet of office space
Land Use Conversion Option *If WOZ noted*
Water: 35 boat slips (Funnel Expansion Area Only)
Principal Permitted Use by Parcel -

WOZ Parcel 47 - Marine Commercial
- Water

Parcel 48 - Water

~~WOZ~~ Parcel *49M* - ~~Marine Commercial~~ *Parking*
Parcel *49R* - ~~Marine Commercial~~ *Boat Storage*
Parcel *49F* - ~~Marine Commercial~~ *Boat Storage*
- Water

Parcel 50 - Visitor-serving Commercial
Parcel 52 - Public Facility
- Water

WOZ Parcel 53 - Marine Commercial
- Water

WOZ Parcel 54 - Marine Commercial
- Water

~~WOZ~~ Parcel 77 - ~~Marine Commercial~~ *Boat Storage*
- Water

Parcel 83 - Visitor-serving Commercial
Parcel EE - Open Space
- Water ~~(Funnel Expansion Area)~~

Parcel GG - Public Facility
- Water

10. Fisherman's Village DZ -- See Map 20
Parcels: 55, 56, 61, BB, W
Development Potential for Zone -
Visitor-serving Commercial: 20,000 sq. feet of retail space, 350 restaurant seats, ferry terminal site & office
Land Use Conversion Option *If WOZ noted*

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Principal Permitted Use by Parcel -
WOZ Parcel 55 - Marine Commercial
- Water (Funnel Expansion Area)
WOZ Parcel 56 - Visitor-serving Commercial
- Water (Funnel Expansion Area)
WOZ Parcel 61 - Visitor-serving Commercial
- Water (Funnel Expansion Area)
Parcel BB - Water
~~WOZ~~ Parcel W - ~~Visitor-serving Commercial~~ *Parking*

11. Harbor Gateway DZ -- See Map 21
Parcels: 62, 64, 65
Development Potential for Zone -
Residential Units: 255 dwelling units
Land Use Conversion Option *If WOZ noted*
Water: 34 boat slips (Funnel Expansion Area Only)
Principal Permitted Use by Parcel -
~~WOZ~~ Parcel 62[5] - Public Facility: Sheriff, Harbor Patrol, Lifeguard, Open Space
- Water
- *Playa Vista Marina Main Channel Entrance*
WOZ Parcel 64 - Residential V Open Space
- Water ~~(Funnel Expansion Area)~~
WOZ Parcel 65 - ~~Marine Commercial~~ *Boat storage*
- Water

12. Via Marina DZ -- See Map 22
Parcels: 95, 100, 101, 102, 103, 104, DS, LLS, AL 1, K 6
Development Potential for Zone -
Residential Units: 530 dwelling units
Visitor-serving Commercial: 30,000 sq. feet of retail space; 340 restaurant seats
~~Public open space at 4 acres per thousand new residents, 242 may be offset with fees.~~
Land Use Conversion Option
Principal Permitted Use by Parcel -
MUZ Parcel 95 - Visitor-serving Commercial
Parcel 100 - Residential V
Parcel 101 - Residential V
Parcel 102 - Residential V
Parcel 103 - Residential V
Parcel 104 - Visitor-serving Commercial
Parcel DS - Open Space
Parcel LLS - Public Facility
Parcel AL-1 - Public Facility
Parcel K-6 - Residential V

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5 ~~Parcel 62 Upon construction of the channel cut through for the Playa Vista Area A marina, the remainder of Parcel 62 shall consist of the current Sheriff and lifeguard facilities, and the abandoned Fiji Way cul-de-sac. consideration postponed~~ *Consideration of this use will not occur until Area A is considered.*

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FIGURE 8

Summary of Development Potential[6]

Existing Small Craft Harbor - -

Residential Units:	2,585 dwelling units 75 congregate care units
Hotel Rooms:	905 rooms, or motel units
Visitor-serving Commercial:	1,875 restaurant seats 206,500 square feet of retail space
Office:	58,000 square feet of office space
Marine Commercial: museum	3,000 square feet of marine science
Boat slips:	383 boat slips

~~*New usable public park or public recreation facility: no less than 15.5 acres of public parks, including parks on the identified 10.9 acres and no less than 4.6 acres of park land reclaimed from other uses, prior to development projects and converted to publicly accessible viewing areas, public parks and public open space.*~~

Maps:

As noted, the County shall assure that the above changes appear on the maps shown on exhibits 5-16 (see attachment)

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[6] Note: The development potential for each land use category may slightly change due to potential conversion of ~~up to ten percent (10%) of~~ residential or office commercial potential uses to visitor-serving, marine commercial, or hotel uses.

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concurrently apply to *twenty foot wide* adjacent pedestrian promenades *consistent with subsection (b), below.* Where a building is not more than ten (10) feet from the edge of a road, the roadway may serve as the required access area for that side of the building Clear zones provided on the sides of buildings may count toward any linear view corridor requirements for buildings located between the first public road and the sea, and

b *The pedestrian promenade and fire department access road may be used for dual functions provided that the fire department maintains unimpeded access on no less than twenty feet of all pedestrian promenades at all times.* ~~Pedestrian promenades on mole roads shall~~ *These promenades shall be no less than 28 feet wide to allow benches, trash containers, shade structures and other pedestrian amenities on the seaward most 8 (eight) feet of the promenade. The remainder of the promenade shall* conform to fire access road requirements and shall be a minimum of 20 feet wide clear to the sky, with no benches, planters or fixed objects *As an alternate configuration, the Director, in conjunction with the Fire Dept., may approve a twenty foot wide clear pedestrian/fire access road with a series of ten foot-wide improved view points no less than 150 feet apart. These view points shall be located adjacent to the bulkhead line. In either configuration, turn radii shall be approved by the Fire Department.*

~~The pedestrian promenade and fire department access road may be used for dual functions provided that the fire department maintains unimpeded access to all pedestrian promenades at all times~~

22.46.1070 Variance Procedures Variances from the development standards contained in this Specific Plan may be applied for pursuant to the provisions of Part 2 of Chapter 22 56 In addition to the burden of proof contained in Section 22 56 290 of said Part 2, the applicant shall also prove

A That the variance is consistent with the Local Coastal Program and *including* the intent of the land use category of the Specific Plan *and the Public Access and recreation policies of the Coastal Act*, and

B That there would be no adverse impact on the environment

22.46.1080 Land Use Plan The type, intensity and distribution of existing and future land uses within Marina del Rey are shown on the Specific Plan Land Use Map (Exhibit 2) The land use categories delineated include

- Residential III Medium density, up to 35 dwelling units per net acre
- Residential IV Medium-high density, up to 45 dwelling units per net acre
- Residential V High density, up to 75 dwelling units per net acre
- Hotel Hotels and motels *and youth hostels* to provide overnight accommodations and attendant services for visitors to the Marina and nearby beaches.
- Visitor Serving/Convenience Commercial Dining facilities, retail and personal services for visitors to the Marina and nearby beaches, as well as residents and employees of Marina Del Rey.
- Offices General offices, professional offices and financial institutions

Add to Section 22.46.1060

F. **Residential Mitigation Requirements.**

1) New residential development shall provide compensatory recreational facilities to offset local residential uses of existing Marina park and recreational facilities. Where feasible, such facilities, as identified in #3) below, shall be provided on-site as a means of meeting this requirement. Alternatively, where an applicant demonstrates that it is not feasible to locate all, or only a portion of recreational facilities on-site, than the applicant shall contribute, on a fair and equitable basis, to a Coastal Access and Recreation Improvement Fund. Senior congregate care housing is exempt from this requirement.

2) Residential Mitigation Standard. The public park land area requirement shall be based upon providing three acres of public park land for every 1,000 new residents, or portion thereof. Alternatively, a mitigation fee may satisfy the requirement. The fee shall be based upon the estimated cost of improving an equivalent amount of public park land on a public parcel within the Marina. An applicant may choose to met the requirement by providing a combination of land area and fee.

3) Mitigation Credits. On-site land area credits toward this requirement shall be given for the following facilities: clearly defined and exclusively reserved internal land area devoted to private recreation of the residents, public park land, that portion of the pedestrian promenade or view corridor not designated as a fire access road, and viewing parks at the end of mole roads, or adjacent to the main channel.

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within the development zone, as long as the size, efficiency and capacity of the facility remains the same and such relocation occurs prior to an allowable conversion development. Subject to these limitations, existing visitor-serving, marine commercial and coastal-oriented development may also be converted to other visitor-serving, marine commercial and coastal uses Conversion of development shall be consistent with subsection (C)c., below

Cc The conversion units shall be p m peak hour trip generation such that the number of p m peak hour trips generated by the added development of the recipient use does not exceed the p.m. peak hour trip generation of the donor use. Conversion of allocated development shall be monitored such that the *additional* development converted is deducted from the zone balance for the donor use and added to the zone balance for the recipient use. Conversion of existing development shall be similarly monitored to ensure no increase in trip generation occurs as a result of the conversion. Conversion is limited to development within a respective Development Zone, conversion shall not be construed to allow transfer of development between Development Zones

d. The Design Review Board shall review the site plans of converted or mixed uses to assure that the design will enhance compatibility of the uses with each other and with adjoining uses. The Board shall consider massing, public access and views, pedestrian and automobile traffic patterns, convenience of loading and trash hauling and the separation of public and residential routes and entrances of the building as they relate to the projects consistency with the LCP. The Design Review Board shall adopt a written report and/or provide marked plans to illustrate its conclusions. Design changes necessary to assure compliance with the access, visual quality, recreation and other policies of this LCP shall be incorporated into the coastal development permit as conditions of development.

~~***6. Improvement of Parks and Open space and lower cost over night facilities.***~~

~~***a) Phasing of Development.***~~

~~- ***Consistent with LUP recreation policy 2.5 construction of any allowable additional residential development in the Marina del Rey shall occur in four phases of 645 units. Each phase requires a minimum of 3.88 acres of improved park land. No more than 645 additional residential units may be developed before improvement and opening of each new public park as specified below:***~~

~~- ***Prior to development of any additional residential unit after the 645th unit, the first park, parcel UR, as well as additional picnic areas and public bathrooms in Admiralty Park and parcel 3 shall be improved and open,***~~
~~- ***Prior to development of any additional residential unit after the 1291st unit, the second park, parcel FF, shall be improved and open.***~~
~~- ***Prior to development of any additional residential unit after the 1976th unit, the third park, parcel 9, shall be improved and open.***~~

~~***b) Limitation on Occupancy.***~~

~~- ***Consistent with LUP Recreation Policy 2.5, no occupancy of any additional residential development shall occur in the Marina del Rey***~~

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~~*before completion of improvements required to mitigate all impacts of such development on public recreation and visitor serving uses as specified in the schedule set forth below:*~~

- ~~*Prior to occupancy of any of the first 645 additional residential units, the first park, parcel UR, and additional picnic areas and public bathrooms in Admiralty Park and parcel 3 shall be improved and open.*~~
- ~~*Prior to occupancy of the 646th unit to the 1291st additional residential unit the second park, parcel FF, shall be improved and open.*~~
- ~~*Prior to occupancy of the any unit after the 129th and before the 1936th additional residential unit, the third park, parcel 9, shall be improved and open.*~~
- ~~*Prior to occupancy of the 1936th to the 1285th additional residential unit, the fourth park, the land portion of Parcel P, shall be improved and open.*~~

22.46.1100 Circulation System The circulation system is the single most important infrastructure component in the Specific Plan Area It is comprised of the following

- Region-serving transportation facilities
- Local roadway system (Exhibit 3)
- Local and regional bikeway network
- Pedestrian promenades and walkways
- Local and regional public transit services

Important components of the circulation system are the Transportation Systems Management (TSM) and Transportation Demand Management (TDM) programs which maximize system operating efficiency and thereby enhance access to and travel within the Marina area Transportation Systems Management and TDM are discussed in detail in the Transportation Improvement Program, found in Appendix G

Table 2 *Reserved*

Area A Phasing[7]

Area A has been segmented from the Marina del Rey LCP segment and all language regarding Area A shall be deleted from the Marina del Rey segment

A Roadway System Special roadway sections are anticipated, ~~particularly on Lincoln Boulevard These special sections are designed~~ to accommodate bikeways, non-vehicular circulation components and landscaped areas ~~(part of the community-wide design guidelines)~~

BA Pedestrian and Bicycle System The pedestrian and bicycle system is an important component of the overall circulation system The pedestrian promenade and bicycle path enhance shoreline access and implement a number of policies in the land use plan. The pedestrian promenade is illustrated in Map 2 (existing shoreline access)

Pedestrian system physical features include

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75 Hotel Rooms/Motel Units
76 Boat Slips
Conversion potential

- Parcel 7
Categories: Residential III
Water
Waterfront Overlay

- Parcel 8
Categories: Residential III
Water
Waterfront Overlay

-Parcel 9
Categories: ~~Residential V~~ ~~Open Space~~ Residential V
Water
~~Waterfront Overlay~~

-Parcel 111
Categories: Residential III (mole portion)
Residential V (western portion)
Water
Waterfront Overlay

Required Public Improvements:

- A continuous 20 28-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads Seating and landscaping shall be provided along the bulkheads consistent with Section 22 46 1060 of this Specific Plan

Special Development Considerations

- On Parcel 7, building height is limited to height category 2 4, a maximum of 45 feet
- On Parcel 8 and the mole portion of Parcel 111, building height is limited according to ~~Section 22 46 1060 (E)~~, height category 2, *a maximum of 45 feet.* ~~a maximum of 75 feet~~.
- On Parcel 9 *building height is limited to 25 feet.*
- *On* and the western portion of Parcel 111, building height is limited according to Section 22 46 1060 (E), *height category 3, a range of 45-75 feet.* ~~height category 4 140-225 feet~~.

3 Marquesas Development Zone (Exhibit 7)
Parcels 10, 12, 13, FF
Development Allocation: 320 Dwelling Units
15 KSF Retail
76 Boat Slips
Conversion Potential

- Parcel 10
Categories: Residential V (western portion)
Residential III (mole portion)
Water
Waterfront Overlay

- Parcel 12
Categories: Residential IV
Water
Waterfront Overlay

- Parcel 13
Categories: Residential III
Water

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- Parcel 128
Category: Water

- Parcel 129
Categories: Public Facility
Water

- Parcel OT
Category: ~~Residential V Parking, Open Space~~ Residential V

- Parcel P
Category: Open Space

- Parcel Q
Category: Open Space

- Parcel RR
Category: Open Space

Required Public Improvements:

- A continuous ~~28~~ 20-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads Seating and landscaping shall be provided along the bulkheads consistent with Section 22 46 1060 of this Specific Plan
- The regional bicycle trail shall be retained or reconstructed as part of any redevelopment affecting these parcels

Special Development Considerations:

- No structure over 40 feet in height shall be constructed on Parcels 129, P, Q, RR or on the easternmost 300 feet of Parcel 125.
- On Parcels OT and the western portion of Parcel 125, building height is limited to height category ~~6~~ 5, a maximum of 225 feet.
- On Parcel OT, development of uses other than public parking shall be conditioned to provide replacement public parking on-site or elsewhere in the Marina on a one-to-one basis such that there is no net reduction in public parking spaces ***An area on the easterly property line of parcel OT shall be reserved for future construction of a connector from Admiralty way to Washington Street, if necessary.***

7 Admiralty Development Zone (Exhibit 11)
Parcels 40, 94, 130, 131, 132, 133, 134, SS
Development Allocation: 200 Hotel Rooms
275 Restaurant Seats
32 KSF Office
3 KSF Library Expansion
Conversion Potential

- Parcel 40
Category: Public Facility

- Parcel 94
Category: Office ***Parking***

- Parcel 130

Exhibit 21 a
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8 Bali Development Zone (Exhibit 12)
Parcels 41, 42, 43, 44, 75, 76, 150, UR
Development Allocation: 382 Hotel Rooms
40 KSF Conference Center
75 KSF Visitor-serving Commercial
3 KSF Marine Science
500 Restaurant Seats
Ferry Terminal Site
86 Boat Slips
Conversion Potential

- Parcel 41
Categories: Marine Commercial
Water
Waterfront Overlay
- Parcel 42
Categories Hotel
Water
Waterfront Overlay
- Parcel 43
Categories Visitor-Serving/Convenience Commercial
Water
Waterfront Overlay
- Parcel 44
Categories Marine Commercial, ***Boat Storage, (portion)*** (Adjacent Admiralty Way)
Visitor-Serving/Convenience Commercial (mole)
Water
Waterfront Overlay
- Parcel 75
Categories Hotel
Mixed Use Overlay
- Parcel 76
Category Office
- Parcel 150
Category Office
- Parcel UR
Categories ~~Open Space-Marine Commercial~~ Marine Commercial
~~Waterfront Overlay~~ Waterfront Overlay

Required Public Improvements:
- A continuous ~~28~~ 20-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan.
- The regional bicycle trail shall be retained or reconstructed as part of any redevelopment affecting these parcels.

Special Development Considerations:
- On Parcels 42 and the mole terminus portion of Parcel 43, building height is limited to ***height category 2*** a maximum of 45 feet.
- On Parcel 41, the mole road portion of Parcel 43 and the mole road portions of Parcel 44, building height is limited

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15 ~~Playa Vista East Bay~~ *Fiji Way* Development Zone (Exhibit 19)
Parcels 51, 200,
Development Allocation:

~~25~~ 2 KSF Commercial space

- Parcel 51
Category: Visitor-Serving/Convenience Commercial

- Parcel 200
Category: Public Facility

Most parcels in [3] Development zones 13, 14 and 15 are located in Area A and are not part of the Marina del Rey LCP segment. They are deleted from this Marina del Rey LCP

22.46.1800 Coastal *Access and Recreation* Improvement Fund A A Coastal *Access and Recreation* Improvement Fund will be established to finance construction of local *public* park facilities in the Marina del Rey area New park facilities will mitigate the impacts of new residential development on the regional recreational resources of the Marina and adjacent beaches The fund will be generated by charging a fee per unit for additional residential units in the existing Marina

Each subsequent development application to construct additional residential units in Marina del Rey shall contribute its calculated share to the Coastal *Access and Recreation* Improvement Fund to provide funds for construction of local *public* park facilities in Marina del Rey The Coastal *Access and Recreation* Improvement Fund may only be used for projects identified in Subsection C, below

B Discussion Additional residential development will place a burden on the regional recreational resources of the Marina and adjacent areas as new residents utilize these resources to fulfill local recreation needs Creation and improvement of new park lands and public access areas to serve the new residential population will mitigate the adverse impacts of additional residential development on regional facilities The Coastal *Access and Recreation* Improvement Fund will provide a mechanism to collect fees to be used for the development of new *public* park and public access facilities in the existing Marina

The Specific Plan allocates a total of 2,585 *potential* additional dwelling units for the existing Marina The average occupancy for apartment dwelling units in the Marina del Rey area is 1.5 residents per unit, according to the 1990 Census Based on these figures, *additional* residential development is expected to add 3,878 residents to the existing Marina.

The Los Angeles County General Plan establishes a local park standard of 4 acres per 1,000 population Application of this standard against the increased population results in a local park need of 15.5 acres in the existing Marina These acreages are attributed to the new development only and do not include acreages which are part of the local park space deficit for existing development.

Improvement of Parcel ~~9~~ *as a 3.67 acre park , parcel UR as a 2.02 acre park, parcel* FF as a 2-acre park and improvement of *no less than 2 land acres of* Parcel P ~~as a 10.7-acre open space area with~~ public access area, *and improvement of no less than 5,000 square feet parcel 3 as a picnic and viewing area* will create ~~12.7~~ 9.7

[3] Area A (development zones 13, 14 and 15) has been segmented from the Marina del Rey LCP segment and all language regarding Area A shall be deleted from the Marina del Rey segment.

LIP Changes

Replace Section 22.46.1800 as follows:

22.46.1800 Coastal Improvement Fund. A. A Coastal Improvement Fund will be established to finance construction of local park facilities in the Marina del Rey area. New park facilities will mitigate the impacts of new residential development on the regional recreational resources of the Marina and adjacent beaches. The fund will be generated by charging a fee per unit for new residential units in the existing Marina.

Each subsequent development application to construct new residential units in Marina del Rey shall contribute its calculated share to the Coastal Improvement Fund to provide funds for construction of local park facilities in Marina del Rey. The Coastal Improvement Fund may be used for projects identified in Subsection C, below.

B. Discussion. Additional residential development will place a burden on the regional recreational resources of the Marina and adjacent areas as new residents utilize these resources to fulfill local recreation needs. Creation and improvement of new park lands and public access areas to serve the new residential population will mitigate the adverse impacts of additional residential development on regional facilities. The Coastal Improvement Fund will provide a mechanism to collect fees to be used for the development of new park and public access facilities in the existing Marina.

The Specific Plan allocates a total of 2,585 additional dwelling units for the Marina. The average occupancy for apartment dwelling units in the Marina del Rey area is 1.5 residents per unit, according to the 1990 Census. Based on these figures, residential development is expected to add 3,878 residents to the Marina.

The Los Angeles County General Plan establishes a local park standard of 4 acres per 1,000 population. Application of this standard against the increased population results in a local park need of 15.5 acres in the existing Marina. These acreages are attributed to the new development only and do not include acreages which are part of the local park space deficit for existing development.

Improvement of Parcel FF as a 2-acre park and improvement of Parcel P as a 10.7-acre open space area with public access will create 12.7 acres of new local park space and public amenities in the existing Marina, resulting in a 2.8-acre deficit. Improvement of another 2.8-acre site would fulfill the local park need of new development. However, a more feasible alternative is the improvement of the 12.7 acres (Parcels FF and P) with amenities equal in value to the cost of improving the entire 15.5 acres. This will mitigate local park needs attributable to new development and is preferable to development of another 2.8-acre site.

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~~acres of new local park space and public amenities in the existing Marina, resulting in a 1 acre 5.73 acre deficit. Improvement of another 5.7 acre 2.8 acre site would fulfill the local park need of new development. However, a more feasible alternative is to require additional acreage upon extending leases for the purposes of redevelopment, and the improvement of the 12.7 9.77 acres (Parcels 9, UR, FF and P and intensifying the Use of Admiralty Park) and the newly dedicated areas with amenities for the public, ultimately equal in value to the cost of improving the entire 15.5 acres. This will mitigate local park needs attributable to new development. and is preferable to development of another 2.8 acre site.~~

Area A, Reserved[4]

~~Improvement of land for local public park space will cost $100,000 per acre. This cost includes the improvements identified in Subsection C(1), below. The cost of improvements is therefore calculated at the rate of $100,000 per acre, yielding a total cost of $1,550,000 for improvement of 15.5 acres in the existing Marina, and a total cost of $1,550,000 for improvement of 15.5 acres in Area A.~~

~~The Coastal Access and Recreation Improvement Fund fee is determined as follows~~

~~Existing Marina~~

~~$1,550,000 total funds needed spread over 2,585 residential units results in a cost of $600 per dwelling unit.~~

Area A[5]

Reserved

~~C. Use of the Fund. The following uses of the Coastal Access and Recreation Improvement Fund will be allowed:~~

~~1. Public Park and Public Access Facilities, including but not limited to~~

~~- Bicycle paths~~
~~- Community buildings~~
~~- Drinking fountains~~
~~- Interpretive displays~~
~~- Irrigation~~
~~- Jogging paths~~
~~- Landscaping~~
~~- Parking lots~~
~~- Pedestrian promenades~~
~~- Picnic tables and benches~~
~~- Playgrounds~~
~~- Recreation centers~~
~~- Recreational fields~~
~~- Restroom facilities~~
~~- Turf~~
~~- View decks and areas~~

[4] This information on Area A has not been certified by the Coastal Commission and is included as background information only. Area A (development zones 13, 14 and 15) has been segmented from the Marina del Rey LCP segment and all language regarding Area A shall be deleted from the Marina del Rey segment.

[5] The Commission has segmented Area A from the Marina del Rey LCP segment and all language regarding Area A shall be deleted from the Marina del Rey segment

Improvement of land for local park space will cost $100,000 per acre. This cost includes the improvements identified in Subsection C(1), below. The cost of improvements is therefore calculated at the rate of $100,000 per acre, yielding a total cost of $1,550,000 for improvement of 15.5 acres in the existing Marina and a total cost of $1,550,000 for improvement of 15.5 acres in Area A.

The Coastal Improvement Fund fee is determined as follows: $1,550,000 total funds needed spread over 2,585 residential units results in a cost of $600 per dwelling unit.

C. Use of the Fund. The following uses of the Coastal Improvement Fund will be allowed:

1. Park and Public Access Facilities, including, but not limited to:

- Bicycle paths
- Community buildings
- Drinking fountains
- Interpretive displays
- Irrigation
- Jogging paths
- Landscaping
- Parking lots
- Pedestrian promenades
- Picnic tables and benches
- Playgrounds
- Recreation centers
- Recreational fields
- Restroom facilities
- Turf
- View decks and areas
- Walkways

2. Acreage. Funds accumulated by payment of the Coastal Improvement Fund fee from development in the existing Marina shall be used to construct any of the facilities identified in subsection C(1) above on 12.7 acres of local park land and public access area in the existing Marina identified in the Specific Plan respectively as Parcel FF and Parcel P.

D. Project Credit. Development projects may be credited from payment of the calculated Coastal Improvement Fund Fee at the rate of $2.30 credit for every square foot of improved public open space provided on-site. Improvements qualifying for credit shall be only those identified in section C(1) above. A contiguous five-hundred square feet shall be the minimum size open space area to receive credit under this Project Credit option.

E. Reimbursement. Fee payments made at the rate established herein shall be subject to partial reimbursement, on a pro rata basis, in the event that ultimate park improvement costs fall below those presently calculated.

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LIP Changes

- Walkways

(Note: Improvements previously listed under Subsection C have been relocated to Transportation Improvement Program as Category 3 improvements)

2. Acreage

a Existing Marina Funds accumulated by payment of the Coastal *Access and Recreation* Improvement Fund fee from development in the existing Marina shall be used to construct any of the *public* facilities identified in subsection C(1) above on *15.5 acres* ~~12.7 acres~~ of local park land and public access area in the existing Marina identified in the Specific Plan respectively as Parcels *9U, UR, 3, various Improvements to Admiralty Park and Aubrey Austin Park, and Parcels* FF and Parcel P.

b Area A *Reserved.*[6]

D Project Credit Development projects may be credited from payment of the calculated Coastal *Access and Recreation* Improvement Fund Fee at the rate of $2.30 credit for every square foot of improved public open space provided on-site. Improvements qualifying for credit shall be only those identified in section C(1) above. A contiguous five-hundred square feet shall be the minimum size open space area to receive credit under this Project Credit option.

E. Reimbursement Fee payments made at the rate established herein shall be subject to partial reimbursement, on a pro rata basis, in the event that ultimate park improvement costs fall below those presently calculated.

F. Agreement for and collection of Funds. Fees shall be agreed to and paid prior to issuance of any building permits including the coastal development permit.

[6] The Commission has segmented Area A from the Marina del Rey LCP segment and all language regarding Area A shall be deleted from the Marina del Rey segment LCP.

Exhibit 21a
P20

LIP Changes

November 3, 1994

APPENDIX I

Ordinance No

AN ORDINANCE OF THE COUNTY OF LOS ANGELES
ESTABLISHING THE LOS ANGELES COUNTY
COASTAL *ACCESS AND RECREATION* IMPROVEMENT FUND AND FEE

The Board of Supervisors of the County of Los Angeles ordains as follows

Section 1. Purpose. The Los Angeles County Coastal *Access and Recreation* Improvement Fund and Fee is hereby established to finance construction of local park facilities in existing Marina del Rey and Area A. The Fund implements recreation and visitor-serving facilities policies set forth in the Marina del Rey Land Use Plan. Implementation of the Fund will mitigate the impacts of new residential development on Coastal access, visitor-serving and Coastal-dependent uses

Section 2. Coastal *and Recreation* Improvement Programs Specified. The Marina del Rey Specific Plan identifies specific facilities which may be financed through the Coastal *Access and Recreation* Improvement Fund to mitigate the impacts of residential development in the existing Marina and "Area A". The facilities include

A. Park and Public Access Facilities, including but not limited to
- Bicycle paths
- Community buildings
- Drinking fountains
- Interpretive displays
- Irrigation
- Jogging paths
- Landscaping
- Parking lots
- Pedestrian promenades
- Picnic tables and benches
- Playgrounds
- Recreation centers
- Recreational fields
- Restroom facilities
- Turf
- View decks and areas
- Walkways

B. Acreage

1) Existing Marina. Funds accumulated by payment of the Coastal *Access and Recreation* Improvement Fund fee from development in the existing Marina shall be used to construct any of the facilities identified in Section 2 A above on 9.77 ~~12.7~~ acres of local park land and public access area in the existing Marina. *The*

Ordinance No._____

AN ORDINANCE OF THE COUNTY OF LOS ANGELES
ESTABLISHING THE LOS ANGELES COUNTY
COASTAL IMPROVEMENT FUND AND FEE

The Board of Supervisors of the County of Los Angeles ordains as follows:

Section 1. Purpose. The Los Angeles County Coastal Improvement Fund and Fee is hereby established to finance construction of local park facilities in existing Marina del Rey ~~and Area A~~. The Fund implements recreation and visitor-serving facilities policies set forth in the Marina del Rey Land Use Plan. Implementation of the Fund will mitigate the impacts of new residential development on coastal access, visitor-serving and coastal-dependent uses.

Section 2. Coastal Improvement Programs Specified. The Marina del Rey Specific Plan identifies specific facilities which may be financed through the Coastal Improvement Fund to mitigate the impacts of residential development in the existing Marina ~~and "Area A"~~. The facilities include:

1. Park and Public Access Facilities, including, but not limited to:
- Bicycle paths
- Community buildings
- Drinking fountains
- Interpretive displays
- Irrigation
- Jogging paths
- Landscaping
- Parking lots
- Pedestrian promenades
- Picnic tables and benches
- Playgrounds
- Recreation centers
- Recreational fields
- Restroom facilities
- Turf
- View decks and areas
- Walkways

2. Acreage

a. Existing Marina. Funds accumulated by payment of the Coastal Improvement Fund fee from development in the existing Marina shall be used to construct any of the facilities identified in Section 2.1 above on 12.7 acres

Exhibit 21c.
P. 21

LIP Changes

Marina del Rey LCP amendment
Coastal Access Improvement Fund
Suggested Modifications
page 1

9.77 acres is identified in the Specific Plan respectively as *Parcel UR, Parcel 9, Parcel 3S*, Parcel FF and Parcel P.

2) *2.B.2, Addressing Area A is deleted from the Marina del Rey Coastal Access and Recreation Improvement Fund.*

Section 3. Establishment of Fund. The Coastal *Access and Recreation* Improvement Fund shall be established based upon fees charged for the construction of new residential units anywhere in existing Marina del Rey Local Coastal Program. Said fees shall be required as a condition of approval for development in the areas specified above, fees shall be collected prior to the issuance of building permits.

Section 4. Calculation of Fee. The Coastal *Access and Recreation* Improvement Fund fee shall be based on the calculation of the net increase in residential units. The fee in dollars shall be figured as follows:

A **Existing Marina**
Fee = Number of new residential units multiplied by six hundred. *In a project that includes demolition and reconstruction of existing units, the fee shall be assessed on all units over and above the number of units that pre-existed on the site, and these units over and above the pre-existing units shall be considered new units for purposes of this ordinance.*

B *Section 4 B, addressing area A shall be deleted from the Marina del Rey Coastal Access and Recreation Improvement Fund.*

Section 5. Use of the Fund. The fees collected shall be deposited in a separate, interest-bearing account constituting the Los Angeles County Coastal *Access and Recreation* Improvement Fund. Other money which may accrue to the Fund from sources other than the fee will similarly be deposited in the Los Angeles County Coastal *Access and Recreation* Improvement Fund. The Fund will be administered jointly by the Directors of the Department of Beaches and Harbors and Regional Planning. The Fund will be utilized exclusively for financing improvements listed in Section 2. *All public open space shall be readily accessible from public ways, and visible from public spaces and streets.*

Section 6. Project Credit. Development projects may be credited from payment of the calculated Coastal *Access and Recreation* Improvement Fund Fee at the rate of $2.30 credit for every square foot of improved public open space provided on-site. Improvements qualifying for credit shall be only those identified in Section 2 A above. A contiguous five-hundred square feet shall be the minimum size open space area to receive credit under this Project Credit option.

Section 7. Reimbursement. Fee payments made at the rates established herein shall be subject to partial reimbursement, on a pro rata basis, in the event that ultimate park improvement costs fall below those presently calculated.

of local park land and public access area in the existing Marina identified in the Specific Plan respectively as Parcel FF and Parcel P.

~~b. Area A: Funds accumulated by payment of the Coastal Improvement Fund fee from development in Area A shall be used to construct any of the facilities identified in Section 2.1 above on at least 13.9 acres of local park land in Area A identified in the Specific Plan as open space.~~

Section 3. Establishment of Fund. The Coastal Improvement Fund shall be established based upon fees charged for the construction of new residential units anywhere in existing Marina del Rey ~~and adjacent unincorporated land identified as "Area A" in the Marina del Rey Local Coastal Program.~~ Said fees shall be required as a condition of approval for development in the areas specified above; fees shall be collected prior to the issuance of building permits.

Section 4. Calculation of Fee. The Coastal Improvement Fund fee shall be based on the calculation of the net increase in residential units. The fee in dollars shall be figured as follows:

Existing Marina
Fee = Number of new residential units multiplied by six hundred.

~~Area A:~~
~~Fee = Number of new residential units multiplied by six hundred two.~~

Section 5. Use of the Fund. The fees collected shall be deposited in a separate, interest-bearing account constituting the Los Angeles County Coastal Improvement Fund. Other money which may accrue to the Fund from sources other than the fee will similarly be deposited in the Los Angeles County Coastal Improvement Fund. The Fund will be administered jointly by the Directors of the Department of Beaches and Harbors and Regional Planning. The Fund will be utilized exclusively for financing improvements listed in Section 2.

Section 6. Project Credit. Development projects may be credited from payment of the calculated Coastal Improvement Fund Fee at the rate of $2.30 credit for every square foot of improved public open space provided on-site. Improvements qualifying for credit shall be only those identified in Section 2.1 above. A contiguous five-hundred square feet shall be the minimum size open space area to receive credit under this Project Credit option.

LOS ANGELES COUNTY

MARINA DEL REY LCP SEGMENT 1-94

COUNTY REQUESTED CHANGES TO "SUGGESTED MODIFICATIONS"

**** VIEW CORRIDOR STANDARDS ****

REQUEST: Change the "view corridor standards" to reflect the proposals submitted by the Los Angeles County Board of Supervisors.

(see attached pages for specific text changes)

EXHIBIT NO.21 b
Application Number LACO 94-1 MDR LCPA Letter from James. Hartl May 9, 1995 Attachment B View corridors
Suggested changes to staff recommendation
California Coastal Commission

Signs shall *also* be further regulated by *the provisions of Part 10 of Chapter 22.52 of this Title 22* and *the Design Control Board's Revised Permanent Sign Controls and Regulations of September, 16, 1971, (Appendix C). In the event of conflict between The Design Control Board's requirements and Title 22, the most restrictive standard shall prevail.* ~~by assigning standards in the Zoning Ordinance, Chapter 22.52, Part 10, to land use categories.~~ Each land use category *set out in this Specific Plan* shall be subject to the *sign* standards *for a comparable zone designated in Section 22.12.010 of this Title 22 Comparable zones shall be* the ~~zone~~ assigned ~~to it~~ according to the following chart, except that *off-premise* or outdoor advertising signs shall be prohibited.

LIP Land Use Category	Chapter 22.52, Part 10 Zones	22.12 Designation
Residential III		R-3
Residential IV.....		R-4
Residential V		R-4
Hotel.....		C-3
Visitor Serving/ Convenience Commercial		C-3
Marine Commercial ...		C-M
Boat Storage.....		*C-M*
Office		C-3
Parking		P-R
Public Facilities		C-1
Open Space ...		O-S
Water	W	O-S

E. Site Design and Architectural Treatment Site design and architectural treatment include such elements as structural height, bulk spacing facade design materials and colors

~~1. Site Design. Planes of the exterior building walls should vary in depth~~ and/or direction to avoid bulk and monotony, and should relate closely to the pedestrian promenade. Building placement and design shall *incorporate significant accessible view corridors and* avoid *any* long, continuous blocking of water views

2. View Corridor Requirements Parcels located between the water and the first public road shall provide a view corridor allowing uninterrupted views of the harbor from the road to the waterside, at ground level The design, location and feasibility of view corridors ~~shall be determined by the Director~~ and shall be based on the distance from the first public road to the bulkhead, the parcel's land use category, configuration and the intensity of development allowed by the Specific Plan

a Where a view corridor is physically feasible, the optimum width of such a *the* view corridor shall be a minimum of 20 percent of the water frontage of the *parcel.* ~~site.~~

b Where *On parcels 64, 56W, 112, 112, and 113 located adjacent to the main channel, a publicly accessible viewing park along the main channel, no less than 50 feet wide, may count as a portion of any required view corridor, as long as such channel viewing park is connected with the loop road by a corridor that is itself no less than 50 feet wide, and the viewing park is visible from the loop road. If* ~~the Director finds~~ an *the above specified* alternate method for providing a view corridor *provides improved visual and physical access to the water,* ~~the Director may apply~~ credit toward the view corridor percentage standards *may be applied.*

LACD LCPA 1-94
Exhibit 21b
P2

1. Site Design. Planes of the exterior building walls should vary in depth and/or direction to avoid bulk and monotony, and should relate closely to the pedestrian promenade. Building placement and design shall avoid long, continuous blocking of water views.

2. View Corridor Requirements. Parcels located between the water and the first public road shall provide a view corridor allowing uninterrupted views of the harbor from the road to the waterside, at ground level. The design, location and feasibility of view corridors shall be determined by the Director and shall be based on the distance from the first public road to the bulkhead, the parcel's land use category, configuration and the intensity of development allowed by the Specific Plan.

a. Where a view corridor is physically feasible, the optimum width of such a view corridor shall be a minimum of 20 percent of the water frontage of the site.

b. Where the Director finds an alternate method for providing a view corridor, the Director may apply credit toward the view corridor percentage standards.

c Where the Director finds that a view corridor cannot be physically located anywhere on the parcel *because of existing development that is not planned to be demolished, and there is no other alternate method* to provide or *maintain* a view of the harbor from the road, the Director *requirement* may *be waived the requirement. If the View corridor requirement is waived, no height incentives shall be permitted, nor shall any construction occur in any existing open areas and/or parking lots between the mole or loop road and the water.*

d. No height incentives shall be granted unless the view corridor, combined with adjacent fire access roads, is no less than 100 feet wide.

3 View Corridor Standards View corridors shall be maintained so as to provide an unobstructed view of the bulkhead edge, sky, masts and horizon for pedestrians and passing motorists Unobstructed views are defined as views with no inhibition of visual access to the water *and which are open to the sky Views over parking lots may only be considered if the parking lots are roofed and the parking* lots may be *are* depressed below grade such that views are possible over *parking lots roofs. In such cases the height of the parking lot roof shall not exceed the centerline of the frontage road. Views through and over* parked vehicles *shall not be considered in measuring view corridors* the Director shall determine whether a parking lot designed as such warrants credit toward the view corridor requirement A depression of two feet below grade shall be the minimum considered for view corridor credit through a parking lot Additionally, landscaping, *berms and fences* shall be placed and maintained so as not to obstruct water views *and access* Where the Director finds that such combination is appropriate, view corridors shall be combined with vertical accessways

4 Architectural Treatment Among other important objectives, good site design is essential in maintaining compatibility among adjacent land uses and preserving important public amenities such as view corridors and scenic vistas Balconies, terraces and patios are encouraged Outdoor dining facilities *which do not interfere with public accessways* are also encouraged to take advantage of water views and scenic vistas throughout the Marina del Rey in those areas where restaurants are allowed by this Specific Plan Such facilities shall comply with the public view *and public* access provisions of this Specific Plan and the provisions of Subsection G of Section 22 28.070 *Specific design review within the existing Marina is the responsibility of the Design Control Board of the Department of Small Craft Harbors. Its objectives are set forth in the Design Control Board's Statement of Aims and Policies, dated February 17, 1987.*

5 Building Height Standards Unique site design with respect to height and setbacks is encouraged on all parcels in Marina del Rey. Heights shall be measured in accordance with the provisions covering height and grade in the Specifications and Minimum Standards of Architectural Treatment and Construction (Appendix C). Heights shall be limited according to the following standards the development standards of each land use category and the site-specific development guidelines Where the land use category height standards *found in sections 22.46.1200-1690* differ from the site-specific standards *found in sections 22.46.1790*, such site-specific standards *noted in the applicable portion of sections 22.46.1200-1690* shall control *Maximum heights may be reduced during the coastal development permit process to preserve public recreation, solar access to the beaches, parks and boat basins and wind for sailing or as otherwise as required in all other policies of the certified Land Use plan and this Specific Plan.* In certain categories, the maximum height permitted is dependent on the size of the view corridor provided Building heights in the Marina shall be restricted according to the following six categories:

c. Where the Director finds that a view corridor cannot be physically located anywhere on the parcel to provide a view of the harbor from the road, the Director may waive the requirement.

3. View Corridor Standards. View corridors shall be maintained so as to provide an unobstructed view of the bulkhead edge, masts and horizon for pedestrians and passing motorists. Unobstructed views are defined as views with no inhibition of visual access to the water. Parking lots may be depressed below grade such that views are possible over parked vehicles; the Director shall determine whether a parking lot designed as such warrants credit toward the view corridor requirement. A depression of two feet below grade shall be the minimum considered for view corridor credit through a parking lot. Additionally, landscaping shall be placed and maintained so as not to obstruct water views. Where the Director finds that such combination is appropriate, view corridors shall be combined with vertical accessways.

Exhibit 2b p3

LUP Changes

Shuttle Bus Service

11.5 All development projects, including hotel, office, commercial and residential redevelopment in the Marina, that contain more than 75 parking spaces shall be designed to incorporate turn out area(s) for future shuttle stops and/or transit stops.

12. To further insure improved coastal access, a shuttle bus system *shall* may be established to serve Marina del Rey with connecting service to nearby park-and-ride lots, parks, and local beaches in Venice and Playa del Rey. ***All new visitor serving commercial, hotels, and residential development in the Marina del Rey shall, as a condition of development, agree to participate in their proportionate share of the cost of running the shuttle system.*** ~~Such service may be linked to regional transportation systems, where feasible.~~

13. ***Policy 13, that addresses Area A, shall be deleted from the Marina del Rey segment.***

14. **Shuttle Bus Funding.** Funds to assist in the establishment of a *public* shuttle service in the Marina may be obtained as part of Category 3 developer mitigation fees (see Chapter 11, *Circulation*, policy no. 2).

Directional Signs

15. Public awareness of shoreline access ways and public areas shall be promoted by the provision of appropriate signs, outdoor exhibits and brochures. *All* development in the existing Marina ~~and in Area A~~ shall be required to incorporate the following informational features to improve the public's awareness of access opportunities and the coastal environment:

    a. Outdoor maps indicating the location and type of public access ways and parks
    b. Identifying and directional signs
    c. As appropriate, facilities for brochures and other informational aids.
    d. Outdoor exhibits describing historical, biological and recreational aspects of the Marina, coast, wetlands and other aspects of the coastal environment, which should be coordinated and integrated with similar such exhibits which may be established in other areas of the Playa Vista project.

Waterfront Viewing Opportunities

~~16. Public opportunities for viewing the Marina's scenic elements, particularly the small craft harbor water areas, shall be enhanced and preserved.~~

~~*All* development on the waterfront side of Via Marina, Admiralty Way and Fiji Way shall provide windows to the water, *that is, uninterrupted views from ground level open to the sky,* wherever possible, while, at the same time, screening unsightly elements such as parking areas and trash receptacles with landscaping.~~

16. Public opportunities for viewing the Marina's scenic elements, particularly the small craft harbor water areas, shall be enhanced and preserved.

- New development on the waterfront side of Via Marina, Admiralty Way and Fiji Way shall provide windows to the water, wherever possible, while, at the same time, screening unsightly elements such as parking areas and trash receptacles with landscaping.

- New development -- particularly visitor-serving commercial uses -- proposed adjacent to the main channel shall provide additional opportunities and vantage points for public viewing of boating activity.

Exhibit 21b
P 21

LUP Changes

- ~~All development particularly visitor-serving commercial uses proposed adjacent to the main channel shall provide additional opportunities and vantage points for public viewing of boating activity.~~
- *All development, redevelopment or intensification on Waterfront Parcels shall provide an unobstructed view corridor of no less than twenty (20) percent of the parcel's water front providing public views of the Marina Boat Basins and or Channels.*

Policies 17, 18 19 and 20, *addressing Area A, shall be deleted from the Marina del Rey segment.*

2. Recreation and Visitor-Serving Facilities.

A. ***Change Map 6 to include: parcels 9 and UR as Open Space; parcels W, 49M, OT, and 94 as parking lots; parcels 77, 49R and 49S as Boat Storage.***

e. Policies and Actions

Recreation and **Visitor-Serving Uses**

1. ***All significant adverse direct and cumulative impacts of residential development on public recreation and on visitor serving uses shall be fully mitigated on site, where feasible, or by contribution to the Coastal Access and Recreation Improvement Fund identified in appendix I. The Coastal Access and Recreation Improvement Fund may be used to improve the following lots as public parks:***

   Parcel FF
   Parcel P (land portion)
   Parcel 3 (a 5,000 square foot strip along the southerly boundary)
   Parcel UR
   Parcel 9

1.5 ***Existing coastal dependent recreational and visitor serving uses shall be preserved and new*** **visitor-serving uses** ~~may~~ ***shall*** **be provided** ***consistent with*** ~~in the study area in accordance~~ **with the Existing/Proposed Visitor-Serving Facilities, as depicted on Map 6. Typical visitor-serving uses may include public or private recreation, cultural and educational facilities, gift and specialty shops, service concessions (i.e., boat, bicycle or skate rentals), food and drink establishments, overnight lodgings and related parking areas. Specific improvements** ***required pursuant to policy 2.5 before occupancy of***

Exhibit 21b
p5

LUP Changes

- All views from north jetty and south jetty (west of UCLA boathouse).
- Harbor views from Burton Chace Park and Fisherman's Village.
- Cross-beach view from Panay Way parking lot (parcel GG).
- Main channel view from Admiralty Park.

7. ~~All development shall incorporate provide public harbor views from streets and pedestrian access ways, consistent with security and safety considerations.~~ ***All development, redevelopment or intensification on waterfront Parcels shall provide an unobstructed view corridor of no less than twenty (20) percent of the parcel's water front providing public views of the Marina Boat Basins and or Channels.***

~~8. Height Design Concept.~~

a) Existing Marina. The height of new structures within the existing Marina shall be governed by height standards established by the applicable Land Use Category (see Chapter 8, Land Use), and by the following general height standards as applied to various similarly-situated parcels in the existing Marina:

25 Foot Standard ***Applies to accessory structures on the Marina Beach area, public open space, some public parking lots, the fueling docks, the public boat ramp site, and other ancillary commercial structures in the Boat storage land use category.***

45 Foot ~~Standard~~ ***Maximum*** Applies to moles, ***including all parcels adjacent to mole roads and mole ends, and to office uses seaward of the loop roads***, ~~the Marina Beach area, public open space,~~ public parking lots, ~~the fueling docks, the public boat ramp site,~~ and public facilities ***(With the exception of theme towers on public facilities).***

45 Foot Standard--75 foot maximum applies to parcels adjacent to and seaward of Via Marina, and Admiralty Way. Also to larger parcels adjacent to main channel, including parcels 64, 112 and 113 (but excluding the Marina City Towers and the Ritz Carlton hotel on the westerly portion of parcel 125).

45 Foot Standard-140 Foot ~~Standard~~ ***Maximum*** except as noted above, applies ***hotels developed on*** ~~to~~ parcels 132, 133, 134 east of the Marina City Club, adjacent to and seaward of Via Marina, and Admiralty Way ***but outside of the view corridor providing views of the San Gabriel Mountains from the Main channel.*** ~~(excluding the Marina City towers 112 and 113 which are allowed 225 foot standard).~~

140 Foot Maximum Except as noted above, applies to ~~parcels adjacent to and seaward of Via Marina, and Admiralty Way (excluding~~

7. New development shall incorporate harbor views from streets and pedestrian access ways consistent with security and safety considerations.

8. Height Design Concept.

a) Existing Marina. The height of new structures within the existing Marina shall be governed by height standards established by the applicable Land Use Category (see Chapter 8, Land Use), and by the following general height standards as applied to various similarly-situated parcels in the existing Marina:

45 Foot Standard — Applies to moles, the Marina Beach area, public open space, public parking lots, the fueling docks, the public boat ramp site, and other public facilities.

140 Foot Standard — Except as noted above, applies to parcels adjacent to and seaward of Via Marina, and Admiralty Way (excluding the Marina City Towers, and parcels 112 and 113, which are allowed a 225 foot standard), the Marina shopping center, and frontage along Washington Blvd.

225 Foot Standard — Except as noted above, applies to parcels landward of Via Marina and Admiralty Way, and includes parcel 112 and 113, and the westerly portion of parcel 125.

The Height Design Concept may be modified where a valid public benefit is achieved, such as increased views of the waterfront. For parcels adjacent to mole roads, and seaward of Admiralty Way and Via Marina, flexible height standards may apply in exchange for increased view corridors, as provided for in Policy No. 9 below.

Exhibit 21b p6

~~are allowed a 1225 foot standard~~; the Marina shopping center and frontage along Washington Blvd.

225 Foot Standard Except as noted above, applies to parcels landward of Via Marina and Admiralty Way, and includes ~~parcel 112 and 113~~, and the westerly portion of parcel 125.

Policy (b), referring to Area A, is deleted from the Marina del Rey LCP.

The Height ***Incentives in the Height*** Design Concept ***(policy 9 below) apply*** ~~may be modified where a valid public benefit is achieved, such as increased~~ ***usable public access corridor no less than 100 feet wide, providing*** views of the waterfront ***and open to the sky, is are incorporated into any approvable development. The corridor shall be consistent with all provisions of Policy 9, below.*** For parcels ~~adjacent to mole roads, and~~ seaward of Admiralty Way and Via Marina, flexible height standards may apply in exchange for increased view ***and access*** corridors, as provided for in Policy No. 9 below.

9. ~~Height Design Flexibility for Waterfront Parcels.~~

a) Any project design for any parcel ***located on the moles shall be limited to a maximum height of forty five (45) feet.. Such heights may be further limited to avoid shading impacts on the public beach or adverse wind impacts.***

~~on the seaward side of a public access roads, may apply for flexible height standards above the maximum allowable height in exchange for providing increased view corridors in excess of the minimum requirement of twenty (20) percent, as provided for below:~~

Mole Roads ~~Optional Height Areas. Structures proposed on parcels where a 45 foot standard applies and located between a mole road and the bulkhead may be allowed up to a maximum height of seventy-five (75) feet when a forty (40%) percent view corridor is provided. Height above forty-five (45) feet shall be permitted at the ratio of 1.5 feet of additional height for every additional one percent (1%) of view corridor provided in excess of the twenty percent (20%) minimum standard.~~ This policy is applicable on the following mole roads: Panay Way, Marquesas Way, Tahiti Way, Bali Way, Mindanao Way, ~~Fiji Way,~~ and the mole portion of Parcel 132. This ***forty-five (45) foot maximum also*** ~~policy shall not apply~~ ***applies*** to that portion of the mole seaward of the cul-de-sac. ~~where a forty-five foot maximum height standard applies.~~

9.5 Height Design Flexibility on Loop Roads. Any project design for any parcel on the seaward side of a loop public access road, namely, Via Marina, Admiralty Way and Fiji Way, may apply for flexible height standards above the standard allowable height in exchange for providing increased view corridors no less than 100 feet wide and in excess of the minimum requirement of twenty (20) percent, as provided for below:

a b) Via Marina and Admiralty Way Optional Height Areas. Except as noted in Policy 8 above, structures proposed on parcels where a ***45 foot standard--75 foot maximum applies 140 foot standard applies***

LUP Changes

9. **Height Design Flexibility for Waterfront Parcels.** Any project design for any parcel on the seaward side of a public access road may apply for flexible height standards above the maximum allowable height in exchange for providing increased view corridors in excess of the minimum requirement of twenty (20) percent, as provided for below:

a) Mole Road Optional Height Areas. Structures proposed on parcels where a 45 foot standard applies and located between a mole road and the bulkhead may be allowed up to a maximum height of seventy-five (75) feet when a forty percent (40%) view corridor is provided. Height above forty-five (45) feet shall be permitted at the ratio of 1.5 feet of additional height for every additional one percent (1%) of view corridor provided in excess of the twenty percent (20%) minimum standard. This policy is applicable on the following mole roads: Panay Way, Marquesas Way, Tahiti Way, Bali Way, Mindanao Way, Fiji Way, and the mole portion of Parcel 132. This policy shall not apply to that portion of the mole seaward of the cul-de-sac where a forty-five foot maximum height standard applies.

b) Via Marina and Admiralty Way Optional Height Areas. Except as noted in Policy 8 above, structures proposed on parcels where a 140 foot standard applies and located adjacent to and seaward of Via Marina and Admiralty Way may be allowed up to a maximum height of 225 feet when a forty percent (40%) view corridor is provided. Height above 140 feet shall be permitted at the ratio of 4.25 feet of additional height for every additional one percent (1%) of view corridor provided in excess of the twenty percent (20%) minimum standard.

c) The open area may allow public amenities such as benches and landscaping, and parking lots provided the parking area is at least two feet below grade to allow views of the harbor from the mole road. Projects not meeting the minimum "open viewing area" requirement shall be restricted to forty-five feet in height. Such projects shall be required to meet the mandatory twenty percent "open viewing area" requirement for all projects on the seaward side of any roadway within the LCP study area.

Exhibit 21b p7

LUP Changes

located adjacent to and seaward of Via Marina and Admiralty Way may be allowed up to a maximum height of *75 feet* ~~225~~ feet when a forty percent (40%) view corridor, (a *usable public access corridors providing* views of the waterfront *and open to the sky)* is provided *as part of the project application. Such additional height is contingent upon full mitigation of all significant adverse impacts on winds including cumulative impacts of all likely similar development on recreational sailing, such as unpredictable wind patterns, gusting, and dead spots.* Height above ~~140~~ *45* feet shall be permitted *only if the view corridor conforms to the minimum width, generally 100 feet, required in the site specific guidelines for the parcel. Additional height will be approved, for qualifying parcels* at the ratio of ~~4.25~~ *1.5* feet of additional height for every additional one percent (1%) of view corridor provided in excess of the twenty percent (20%) minimum standard.

b) *Mid Admiralty Optional Height Area. Except as noted in Policy 8 above, hotel development proposed on parcels where a 45 Foot Standard-140 Foot Maximum applies for hotels, and located seaward of the mid portion of Admiralty Way, but outside of the Main Channel View corridor to the San Gabriel Mountains, may be allowed up to a maximum height of 140 feet if (1) a forty percent (40%) view corridor (a usable public access corridor providing views of the waterfront and open to the sky) is provided as part of the project application for any approvable development and (2) all significant adverse impacts on wind patterns are fully mitigated including cumulative impacts when considered with other projects. A significant impact on wind patterns, that could have an impact on recreational sailing, includes unpredictable wind patterns, gusting, and dead spots. Height above 75 feet shall be permitted only if the view corridor conforms to the minimum width, generally 100 feet, required in the site specific guidelines for the parcel and a dedicated area next to the channel is provided. No heights shall exceed 45 feet within 100 feet of the channel. Any approvable additional height shall be approved, for qualifying parcels at the ratio of 3.25 feet of additional height for every additional one percent (1%) of view corridor provided in excess of the twenty percent (20%), minimum standard.*

c) The *100 foot wide view corridor* ~~open area~~ may ~~allow~~ *include* public amenities such as benches and landscaping, and parking lots provided the parking area *roof* is at ~~least two feet below grade~~ *the level of the crown of the frontage street* to allow views of the harbor from the *loop* ~~main~~ road. *The entire width and length of the view corridor shall be open to the sky. The ground level view shall not include reflective elements, visible cars, or unrelieved asphalt.* Projects not meeting the *above* ~~minimum "open viewing area"~~ requirement shall be restricted to forty-five feet in height. ~~Such projects~~ *and instead* shall be required to meet the mandatory twenty percent "open viewing area" requirement for all projects on the seaward side of any roadway within the LCP study area *as identified in Policy 9.1 of the certified LCP.*

10. **Wind Factor.** ~~New~~ *D*development shall not significantly increase infringements of wind access for boats in their berths, in the fairways, or in the Main Channel. Wind studies ~~may~~ *shall* be required *for all structures proposed at greater than present heights* to determine the *significant adverse*

Exhibit 21b
pg

LUP Changes

impact of *such* taller buildings on wind currents *and sailing by small boats* within the Marina. *All structures proposed at heights greater than 45 feet shall also* to determine the *cumulative* impact of taller buildings *authorized in this LCP* on wind currents within the Marina. *Development shall only be approved if all identified significant adverse impacts, including cumulative impacts of a pattern of higher buildings, are fully mitigated.*

11. Parcels 112 and 113 *and 64. Continuous* Wwaterfront pedestrian access and a small waterfront viewing platform *adjacent to the main channel* shall be provided on Parcels 112 and 113 *and 64* ~~in reconstruction~~ *In conjunction with development that extends the time period that the publicly owned site is committed to residential use and/or increases the intensity of use of the site.*

~~- *On Parcel 113, building height shall not exceed 45 feet within 200 feet of the channel or within 90 feet of Via Marina. Additional height, up to 75 feet, may be allowed only if a public viewing and access area, no less than 150 feet wide, is reserved and improved along the entire length of bulkhead from Via Marina to the easterly parcel boundary.*~~

~~- *On Parcel 112, building height shall not exceed 45 feet within 200 feet of the water or within 90 feet of Via Marina or Bora Bora Way. Heights may be allowed up to 75 feet only if a public viewing and access area, no less than 150 feet wide, is reserved and improved along the entire length of bulkhead from the westerly parcel boundary to Bora Bora Way. Vehicular access shall be provided on parcel 112.*~~

12. *High rise buildings located at the outermost periphery of the Marina shall offer public viewing areas, including setbacks affording views along public streets to the harbor. Parcels 100-106 shall provide an articulated facade, a landscaped sidewalk adjacent to Via Marina and internal open space linking with the sidewalk.*

13. Main Channel View Corridor. To preserve views of the Santa Monica and San Gabriel Mountains from the Main Channel, no structure over forty (40) feet in height shall be constructed on the eastern-most 300 feet of Parcel 125, or on Parcels 129, 130, 131, and the panhandle portion of Parcel 132, or along Admiralty Park (Parcels RR and SS). *Landscaped public open space no less than 40 feet wide and extending across the width of the mole end, including no fewer than 5 (five) public parking spaces shall be provided at each mole end upon redevelopment.*

14. ~~13~~. Landscaping and plant materials may be used to screen and soften visually obtrusive elements in the study area (e.g., utilities, service areas, bulkheads, fencing, etc.).

15. *A landscaped pedestrian viewing area shall be provided along the bulkhead in conjunction with all new development. Such area shall include benches, shade structures and other amenities, and shall be the equivalent of a eight feet wide corridor seaward of the fire access road.*

Area A

~~14.~~ *Policy 14, referring to Area A is deleted for the Marina del Rey LCP.*

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LIP Changes

- Parcel BR
Category: Open Space
Required Public Improvements:
  - Development shall provide waterfront public pedestrian access consistent with Section 22.46.1150 of this Specific Plan.
  - A continuous ~~28~~ 20-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan. New development or intensification on Parcels 112 and 113 shall require ***reservation of public open space and*** the construction of a public pedestrian promenade consistent with the ~~28~~ 20-foot wide standard.
  - ***- Public vehicular access shall be maintained along Bora Bora Way. No fewer than ten public parking spaces shall be provided in a landscaped parking area adjacent to the gas dock.***
  - A small waterfront viewing park not less than 500 square feet in area shall be provided on Parcel 112 in conjunction with Phase II development.
  - A small waterfront viewing park not less than 500 square feet in area shall be provided on Parcel 113 on a platform over the bulkhead, in conjunction with Phase II development.
  Park and picnic facilities, including a rest room shall be installed in parcel 3 in conjunction with new development in the Bora Bora Development Zone.

Special Development Considerations:
  - New building construction on Parcel 112 shall relate to Bora Bora Way and landscaping shall be enhanced.
  - ~~***On Parcel 113, building height is limited to height category 3, 45 feet to a maximum of 75 feet, except that heights shall not exceed 45 feet within 200 feet of the channel or within 90 feet of Via Marina. Heights on the remainder of the parcel may be allowed up to 75 feet, only if a public viewing and access area, no less than 150 feet wide, is reserved and improved along the entire length of bulkhead from Via Marina to the easterly parcel boundary.***~~
  - ***On Parcel 112, building height is limited to height category 3, 45 feet to a maximum of 75 feet except that building height shall not exceed 45 feet within 200 feet of the water or within 90 feet of Via Marina or Bora Bora Way. Heights on the remainder of the parcel may be allowed up to 75 feet only if a public viewing and access area, no less than 150 feet wide, is reserved and improved along the entire length of bulkhead from*** ~~***the easterly parcel boundary to Bora Bora Way.***~~
  - On Parcel 1, building height is limited to ~~height category 1,~~ a maximum of ***one story, 15*** ~~45~~ feet.
  - On Parcel 3, building height is limited to ~~height category 1,~~ a maximum of ***one story, 25*** ~~45~~ feet.

2. Tahiti Development Zone (Exhibit 6)
Parcels 7, 8, 9, 111
Development Allocation: 275 Dwelling Units

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LIP Changes

Waterfront Overlay

- Parcel FF
Category: Open Space

Required Public Improvements:

- A continuous 20 28-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22 46 1060 of this Specific Plan

Special Development Considerations:

- ***On Parcel FF, building height is limited to height category 1, a maximum of 25 feet***
- On the mole terminus portion of Parcel 12 and ~~on Parcel~~ FF, building height is limited to height category *2* ~~1~~, a maximum of 45 feet
- On the mole portion of Parcel 10, the western portion of Parcel 12 along the mole road and Parcel 13, building height is limited ~~according~~ to ~~Section 22 46 1060 (E)~~, height category 2 ***a maximum of 45 feet.***
- On the non-mole portion of Parcel 10, building height is limited according to Section 22 46 1060 (E), height category ~~4 - 0 - 45 feet to a maximum of 75 feet except that heights shall not exceed 45 feet within 50 feet of the water or within 50 feet of Via Marina or Marquesas Way. Heights may be allowed to exceed 45 feet only if, as a portion of the required view corridor a public viewing and access area no less than 80 feet wide is reserved and improved along the entire length of easterly parcel boundary extending from Via Marina to the bulkhead adjacent to parcel 9.~~ - 5.
- On Parcel FF, development of uses other than public parking shall be conditioned to provide replacement public parking on-site or elsewhere in the Marina on a one-to-one basis such that there is no net reduction in public parking spaces

Panay Development Zone (Exhibit 8)
Parcels 15, 18, 20, 21, 22, GR
Development Allocation:
250 Dwelling Units
75 Congregate Care Units
48 Hotel Rooms/Motel Units
10 KSF Retail
76 Boat Slips
Conversion Potential

- Parcel 15
Categories: Residential IV
Water
Waterfront Overlay

- Parcel 18
Categories: Residential III (mole terminus)
Residential IV (south side of mole road)
Water
Waterfront Overlay

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LIP Changes

- Parcel 20
Categories: Marine Commercial
Water
Waterfront Overlay
- Parcel 21
Categories: Marine Commercial
Water
Waterfront Overlay
- Parcel 22
Categories: Hotel
Waterfront Overlay
- Parcel GR
Category: Parking

Required Public Improvements:

- A continuous ~~20~~ ***28***-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan.

Special Development Considerations

- On Parcel 22, GR and the mole terminus portion of Parcel 18, building height is limited to height category ~~4~~ ***2***, a maximum of 45 feet.
- On Parcel 15, ***building height is limited according to Section 22.46.1060 (E), height category 3, 45 feet to a maximum of 75,*** ~~feet except that heights shall not exceed 45 feet within 50 feet of the water or within 50 feet of Via Marina or Panay Way. Heights may be allowed to exceed 45 feet only if, as a portion of the required view corridor, a public viewing and access area no less than 100 feet wide is reserved and improved along the entire length of southerly parcel boundary extending from Via Marina to the bulkhead adjacent to parcel FF.~~
- On the western portion of Parcel 18 along the mole road, Parcel 20 and Parcel 21, building height is limited ~~according to Section 22.46.1060 (E),~~ height category 2, ***a maximum of 45 feet.***
- Development on Parcel 22 shall provide shadow studies indicating the ***proposed*** development ~~proposed~~ will not shadow the public beach on Parcel H.
- Deck parking structures may be provided on Parcel GR ***limited to 45 feet maximum,*** consistent with the view and site design standards and requirements of this Specific Plan, ***including the requirement that any development provide shadow studies indicating the proposed development will not shadow the public beach on Parcel H.***

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LIP Changes

Categories: Visitor-Serving/Convenience Commercial
Waterfront Overlay

- Parcel 131
Categories: Visitor-Serving/Convenience Commercial
Waterfront Overlay

- Parcel 132
Categories: Marine Commercial
Water
Waterfront Overlay

- Parcel 133
Categories: Visitor-Serving/Convenience Commercial
Waterfront Overlay

- Parcel 134
Categories: Office
Waterfront Overlay

- Parcel SS
Category: Open Space

Required Public Improvements:

- A continuous ~~28~~ 20-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan. On Parcel 132, any redevelopment or expansion in excess of 10 percent of the existing floor area shall require the construction of a pedestrian promenade, consistent with the 20-foot wide standard, along 50 percent of the length of the bulkhead; expansion in excess of 20 percent of the existing floor area shall require the construction of a public pedestrian promenade, consistent with the 20-foot wide standard, along 100 percent of the length of the bulkhead.
- The regional bicycle trail shall be retained or reconstructed as part of any redevelopment affecting these parcels.

Special Development Considerations:

- On Parcel 40, ***and the mole portion of parcel 132,*** building height is limited to a maximum of 45 feet.
- On Parcels 130, 131, SS and the panhandle portion of Parcel 132, building height is limited to a maximum of 40 feet.
- ***On Parcel 134, building height is limited according to Section 22.46.1060 (E), height category 3 45 feet to a maximum of 75 feet.*** ~~except that no office use shall exceed 45 feet.~~
- On Parcels 133, ~~134~~ and the ***non-mole,*** non-panhandle portion of Parcel 132, building height is ~~limited by to Section 22.46.1060 (E),~~ height category ***4*** 2 a maximum of 140 feet. ~~The minimum view corridor for parcel 132 shall include a corridor no less than 400 feet wide, connecting Admiralty Way with an open pedestrian access along the main channel that is not less than 60 feet wide.~~

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LIP Changes

according to ~~Section 22.46.1060 (E)~~, height category 2, ***a maximum of 45 feet.***

- On ~~Parcel UR and~~ the non-mole portion of Parcel 44, building height is limited according to Section 22.46.1060 (E), height category ***2 3, a maximum of 75 feet.*** ~~The minimum view corridor shall be 400 feet wide.~~
- ***On Parcel UR building height is limited according to height category*** ~~1 a maximum of 35 feet.~~ -3.
- On Parcel UR, development of uses other than public parking shall be conditioned to provide replacement public parking on-site or elsewhere in the Marina on a one-to-one basis such that there is no net reduction in public parking spaces. ***Turf block on site can be considered for a portion of these spaces.***

9 Mindanao Development Zone (Exhibit 13)
Parcels 47, 48, 49, 50, 52, 53, 54, 77, 83, EE, GG
Development Allocation: 14.5 KSF Retail
26 KSF Office
35 Boat Slips
Conversion Potential

- Parcel 47
Categories: Marine Commercial
Water
Waterfront Overlay
- Parcel 48
Category: Water
- Parcel 49*M*
Categories: ~~Marine Commercial~~ ***Parking***
Water
- Parcel 49*R*
Categories: ~~Marine Commercial~~ ***Boat Storage***
Water
Waterfront Overlay
- Parcel 49*R*
Categories: ~~Marine Commercial~~ ***Boat Storage***
Water
~~Waterfront Overlay~~
- Parcel 50
Category: Visitor-Serving/Convenience Commercial
Mixed Use Zone MUZ
- Parcel 52
Categories: Public Facility
Water
- Parcel 53
Categories: Marine Commercial
Water
Waterfront Overlay
- Parcel 54
Categories: Marine Commercial
Water
Waterfront Overlay
- Parcel 77
Categories: ~~Marine Commercial~~ ***Boat Storage***
Water
~~Waterfront Overlay~~
- Parcel 83

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LIP Changes

Category: Visitor-Serving/Convenience Commercial
Mixed Use Zone MUZ

- Parcel EE Open Space
Categories: Open Space
Water

- Parcel GG
Categories: Public Facility
Water

Required Public Improvements:

- A continuous ~~28~~ 20-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads On Parcels 53 and 54, said promenade shall only be constructed *along the water* if determined to be safe, and shall connect the promenade to Fiji Way along the property line between Parcels 52 and 53 Seating and landscaping shall be provided along the bulkheads consistent with Section 22 46 1060 of this Specific Plan
- The regional bicycle trail shall be retained or reconstructed as part of any redevelopment affecting these parcels
- Redevelopment on Parcel 47 shall be conditioned to require pedestrian access from Mindanao Way to the pedestrian promenade

Special Development Considerations

- On Parcels 47, ~~and~~ 49 *and 77*, building height is limited to a maximum of 45 feet.
- ***On Parcels 50 and 83, building height with visitor serving convenience commercial is 45 feet maximum, with the Mixed Use zone option is 140 feet maximum.***
- On Parcels 52, 53, 54, ~~77~~ and GG, building height is limited according to Section 22 46 1060 (E) height category ~~2~~ *3, 45 feet, which may be exceeded with provision of a ~~100-foot view~~ corridor to a maximum of 75 feet, except that boat hoist may exceed this height.*
- ~~Any portion of the County office building located on Parcel 62 which is lost due to construction of the channel cut-through for the Area A boat basin may be relocated to Parcels 52/GG Said relocation shall occur without deduction against the office development allocated in the Mindanao Development Zone Office development in excess of the amount relocated does count against the allocation and is limited to an additional 26 thousand square feet~~
- In no event shall the total area devoted to boat storage, including mast-up storage and dry-stack storage, be decreased within the Mindanao Development Zone.

10. Fisherman's Village Development Zone (Exhibit 14)
Parcels 55, 56, 61, BB, W
Development Allocation: 20 KSF Retail
350 Restaurant Seats
Ferry Terminal Site
Conversion Potential

- Parcel 55
Categories: Marine Commercial

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LIP Changes

Water
Waterfront Overlay

- Parcel 56
Categories: Visitor-Serving/Convenience Commercial
Water
Waterfront Overlay

- Parcel 61
Categories: Visitor-Serving/Convenience Commercial
Water
Waterfront Overlay

- Parcel BB
Category: Water

- Parcel W
Categories: *Parking* ~~Visitor-Serving/Convenience Commercial~~
Waterfront Overlay

Required Public Improvements:

- A continuous 28 ~~20~~-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan.
- Development adjacent to the new channel entrance for the Area A boat basin shall provide view areas of the main channel and new marina basin.

Special Development Considerations

- On Parcel 55, building height is limited to a maximum of 45 feet.
- On Parcels 56 and W, building height is limited according to Section 22.46.1060(E), height category ~~2~~ *3, 45 feet, which may be exceeded with provision of a* ~~400-foot~~ *view corridor to a maximum of 75 feet.*
- *Parcels 56 and W may be developed as one unit, provided that public views are maintained and equivalent public parking is reserved and provided in addition to commercial parking.* ~~Minimum view corridor is 400 feet.~~
- On Parcel 61, building height is limited according to Section 22.46.1060 (E), height category *2, 45 feet maximum.* ~~1~~.
- ~~View corridor from Fiji Way across Parcel 56 to the main channel shall be preserved.~~

11. Harbor Gateway Development Zone (Exhibit 15)
Parcels 62, 64, 65
Development Allocation: 255 Dwelling Units
34 Boat Slips
Conversion Potential

- Parcel 62
Categories: Public Facility
Water
~~Waterfront Overlay~~

- Parcel 64
Categories: Residential V
Water
Waterfront Overlay

- Parcel 65

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LIP Changes

Categories *Boat Storage* ~~Marina Commercial~~
Water
~~Waterfront Overlay~~

Required Public Improvements:

- A continuous ~~28~~ 20-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads, except Parcel 62 for safety reasons *where the accessway shall be routed inland of the sheriff's station and boat hoists*. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan.

Special Development Considerations:

- ~~Parcel 62 may form the main channel entrance for the new Playa Vista marina.~~
- ~~Development adjacent to the new channel entrance for the Area A boat basin shall provide view areas of the main channel and new marina basin.~~
- On Parcels 62 and 65, building height is limited to a maximum of 45 feet.
- On Parcel 64, building height is limited to *according to Section 22.46.1060(E), height category* ~~0-45 feet, which may be exceeded with provision of a 100-foot view corridor to a maximum of 75-140 feet, except that development within 100 feet of the main channel shall be limited to 45 feet. If the lessee chooses the greater height on this parcel, one portion of the view corridor shall be no less than 50 feet wide and located along the main channel and shall be connected to Fiji Way with a view corridor no less than 75 feet wide.~~ — 4.

(THE FOLLOWING POLICIES ARE DELETED FROM THE MARINA DEL REY SEGMENT.

- ~~Any portion of the County office building located on Parcel 62 which is lost due to construction of the channel cut-through for the Area A boat basin may be relocated to Parcels 52/GG in the Mindanao Development Zone. Said relocation shall occur without deduction against the office development allocated in the Mindanao Development Zone. Office development in excess of the amount relocated does count against the allocation and is limited to an additional 26 thousand square feet.~~
- ~~Any remnant portion of the existing Fiji Way cul-de-sac which is created south of the new channel cut through for the Area A boat basin may be used to replace land lost from Parcel 62 for construction of the replacement Sheriff/Coast Guard facility.~~
- Docking facilities may be provided as needed on Parcel 62 for Harbor Patrol and Coast Guard uses.

12. Via Marina Development Zone (Exhibit 16)
Parcels 95, 100, 101, 102, 103, 104, DS, LLS, AL-1, K-6
Development Allocation: 530 Dwelling Units
30 KSF Retail
340 Restaurant Seats
Conversion Potential

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LOS ANGELES COUNTY

MARINA DEL REY LCP SEGMENT 1-94

COUNTY REQUESTED CHANGES TO "SUGGESTED MODIFICATIONS"

**** HEIGHT STANDARDS ****

REQUEST: Change the "height standards" to reflect the proposals submitted by the Los Angeles County Board of Supervisors.

(see attached pages for specific text changes)

EXHIBIT NO. 21c

Application Number LACO 94-1 MDR LCPA
Letter from James. Hartl May 9, 1995
Attachment C Heights

Suggested changes to staff recommendation

California Coastal Commission

LUP Changes

- **Residential III:** Permitting medium density multi-family ~~residential~~ development, up to 35 dwelling units ~~per net acre,~~ ~~H~~height limit of 45 feet. ~~Special height standards of 45 feet maximum may~~ ~~shall~~ apply ~~to mole roads.~~

- **Residential IV:** Permitting medium-high density multi-family ~~residential~~ development, up to 45 dwelling units ~~per net acre,~~ ~~H~~height limit of ~~140 feet.~~ ~~*75 feet maximum.* Special~~ *A* height *limit* ~~standard~~ of 45 feet ~~maximum~~ ~~may~~ applies~~y~~ to mole roads.

- **Residential V:** Permitting high density multi-family residential ~~development~~ *and youth hostels* up to 75 dwelling units per net acre. ~~H~~height limit of 225 feet *maximum. A height limit of 45 feet maximum applies to mole roads. On parcels seaward of the long road, a height limit standard of 45 feet applies, which may be extended to 75 feet, based requirements to provide on view corridors and/or a channel setback. Site specific 45 foot height limits may apply within setbacks from the main basin, the entry channel, Via Marina, mole roads and Washington Street.*

- **Hotel:** Permitting hotels, motels *and youth hostels* to provide ~~overnight~~ accommodations and attendant visitor-serving services ~~including~~ dining and entertainment areas. ~~H~~height limit of ~~225 feet~~, except on moles where the limit is 45 feet. Special ~~height~~ *limits* ~~standards~~ may apply to mole roads *,45 feet adjacent to the beach parcel H, 25 feet unless no shadows fall on the beach ,45 feet and on waterfront parcels adjacent to the channel.*

- **Visitor-Serving Commercial:** Permitting dining facilities, retail and personal services *and youth hostels*. Height limit of 45 feet. ~~Special Height standards may applys to mole roads.~~

- **Office:** Permitting general offices, professional offices and financial institutions. Height limit of 225 feet. ~~*A height limit of 45 feet maximum applies to office development on waterfront parcels and mole roads.*~~

- **Boat Storage.** *Permitting public and commercial boat launching and storage including public parking, ramps and associated launching hoists, dry boat storage, boat rentals and instruction, and ancillary support commercial facilities (fishing license sales, snack bars, equipment rental, bait and pole rental and sales) associated with that use provided such facility does not occupy more than 200 square feet or ten percent of the site, which ever is larger. Height limit of 75 feet for public dry stack boat storage facilities and 25 feet for commercial support facilities.*

- **Marine Commercial-:** Permitting coastal-related or coastal-dependent uses associated with operation, sales, storage and repair of boats and marine support facilities. Uses include public boat launching (and associated launching ramp hoists), *boat rentals,* boating schools, dry boat storage, yacht club facilities (with associated dry storage and launch hoists), marine chandleries, boat repair yards, yacht brokerages, charter boat operations, and associated *ancillary* retail and office uses. Height limit of

- **Residential III:** Permitting medium density multi-family residential development, up to 35 dwelling units per net acre. Height limit of 45 feet. Special height standards may apply to mole roads.

- **Residential IV:** Permitting medium-high density multi-family residential development, up to 45 dwelling units per net acre. Height limit of 140 feet.

- **Residential V:** Permitting high density multi-family residential development, up to 75 dwelling units per net acre. Height limit of 225 feet.

- **Hotel:** Permitting hotels and motels to provide overnight accommodations and attendant visitor-serving services including dining and entertainment areas. Height limit of 225 feet, except on moles where the limit is 45 feet. Special height standards may apply to mole roads.

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LUP Changes

45 feet for habitable structures and up to 75 feet for public dry stack boat storage.

- **Parking:** Permitting parking lots and structures open to the public, in most cases multi-use and fee-charging. Multi-use includes commercial and office parking lots made available during non-business hours. Height limit of 90 feet for parking structures, except on mole roads and ***waterfront parcels*** ~~adjacent to the Main Channel~~ where the limit is 45 feet.

- **Public Facility:** Permitting public uses and facilities other ~~than roads~~ including libraries, museums, harbor administration, ~~public utilities~~, police and fire facilities. Height limit of 45 feet, ~~except for entrance displays, government offices, and~~ theme ~~towers~~ which ***may exceed 45 feet with the finding of the Design Control Board that such tower does not interrupt views of the mountains from the water, or visually dominate other water side development, but which*** may not exceed 140 feet.

- **Open Space:** Permitting recreational uses including open viewing areas, promenades, bikeways, beaches, parks, picnic facilities, ~~youth hostels~~, nature/interpretive centers, ***associated surface parking*** and landscaping. Height limit of ~~45~~ ***25*** feet.

- **Water:** Permitting recreational uses, wet boat slips, docking and fueling of boats, flood control and light marine commercial. The water area is delineated by boundaries showing the approximate location of existing and potential wet boat slip anchorages. Charter boats, ferries, commercial fishing boats, and sight seeing boats shall not be permitted to operate in any boat anchorage unless the adjacent land use permits such uses.

Overlay Zones

Overlay Zones are designated on limited number of parcels throughout the ***Marina del Rey Specific Plan Area***. ~~LCP study area~~. The Zones are intended to encourage more creative and desirable projects by allowing mixed-used projects. The Mixed-Use Zone applies to selected parcels, ***adjacent to major thoroughfares*** while the Waterfront Overlay Zone applies to ***selected*** parcels adjacent to the water edge. The Overlay Zones work in conjunction with the Principle Permitted Use designation on each parcel to establish the criteria and guidelines for more flexible development of the property. Lessees desiring to enhance their project by applying for additional development potential allowed by either of the two Overlay Zone will be subject to a Conditional Use Permit requirement.

- **Mixed Use Overlay Zone (MUZ):** The Mixed Use Overlay Zone is intended to provide additional flexibility for development of creatively-designed mixed-use projects on selected non-waterfront parcels. Parcels with the overlay zone are permitted to combine the above land use categories on an individual parcel, and are allowed to mix primary uses within a structure. Development potential available to each applicant is subject to the limitations of the zone in which the parcel resides. Height limits subject to the standards of each land use category noted above. This Overlay Zone applies to the following parcels: ***62, 64,*** 75, 95, 97, ***and*** 140

- **Public Facility:** Permitting public uses and facilities other than roads including libraries, museums, harbor administration, public utilities, police and fire facilities. Height limit of 45 feet, except for entrance displays, government offices, and theme towers which may not exceed 140 feet.

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LUP Changes

- All views from north jetty and south jetty (west of UCLA boathouse).
- Harbor views from Burton Chace Park and Fisherman's Village.
- Cross-beach view from Panay Way parking lot (parcel GG).
- Main channel view from Admiralty Park.

7. ***All*** development shall ~~incorporate~~ *provide public* harbor views from streets and pedestrian access ways. ~~consistent with security and safety considerations.~~ ***All development, redevelopment or intensification on waterfront Parcels shall provide an unobstructed view corridor of no less than twenty (20) percent of the parcel's water front providing public views of the Marina Boat Basins and or Channels.***

8. Height Design Concept.

a) Existing Marina. The height of new structures within the existing Marina shall be governed by height standards established by the applicable Land Use Category (see Chapter 8, Land Use), and by the following general height standards as applied to various similarly-situated parcels in the existing Marina:

25 Foot Standard *Applies to accessory structures on the Marina Beach area, public open space, some public parking lots, the fueling docks, the public boat ramp site, and other ancillary commercial structures in the Boat storage land use category.*

45 Foot ~~Standard~~ Standard A ~~Maximum~~ Applies to moles, *including all parcels adjacent to mole roads and mole ends, and to office uses seaward of the loop roads,* ~~the Marina Beach area, public open space,~~ public parking lots, ~~the fueling docks, the public boat ramp site,~~ and public facilities *(With the exception of theme towers on public facilities).*

45 Foot Standard-~~*75 foot maximum applies to parcels adjacent to and seaward of Via Marina, and Admiralty Way. Also to larger parcels adjacent to main channel, including parcels 64, 112 and 113 (but excluding the Marina City Towers and the Ritz Carlton hotel on the westerly portion of parcel 125).*~~

45 Foot Standard-140 Foot ~~Standard~~ *Maximum* except as noted ~~above,~~ applies ~~*hotels developed on the parcels 132, 133, 134*~~ east of the Marina City ~~Club,~~ adjacent to and seaward of Via Marina ~~and Admiralty~~ Way *but outside of the view corridor providing views of the San Gabriel Mountains from the Main channel.* ~~(excluding the Marina City towers 112 and 113 which are allowed 225 foot standard).~~

~~***140 Foot Maximum*** Except as noted above, applies to parcels adjacent to and seaward of Via Marina and Admiralty Way (excluding the Marina City towers, and parcels 112 and 113, public~~

140 Foot Standard Except as noted above, applies to parcels adjacent to and seaward of Via Marina, and Admiralty Way (excluding the Marina City Towers, and parcels 112 and 113, which are allowed a 225 foot standard), the Marina shopping center, and frontage along Washington Blvd.

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~~are allowed a 1225 foot standard), the Mauna shopping center and frontage along Washington Blvd.~~

225 Foot Standard Except as noted above, applies to parcels landward of Via Marina and ~~Admiralty Way, and includes parcel 112 and 113,~~ and the westerly portion of parcel 125.

Policy (b), referring to Area A, is deleted from the Marina del Rey LCP.

The Height ***incentives in the Height*** Design Concept ***(policy 9 below) apply may be modified*** where a ~~valid public benefit is achieved, such as increased usable public access corridor no less than 100 feet wide, providing~~ views of the waterfront ***and open to the sky. Is are incorporated into any approvable development. The corridor shall be consistent with all provisions of Policy 9, below.*** For parcels ~~adjacent to mole roads, and~~ seaward of Admiralty Way and Via Marina, flexible height standards may apply in exchange for increased view ***and access*** corridors, as provided for in Policy No. 9 below.

~~9. Height Design Flexibility for Waterfront Parcels.~~

a) Any project design for any parcel ***located on the moles shall be limited to a maximum height of forty five (45) feet.. Such heights may be further limited to avoid shading impacts on the public beach or adverse wind impacts.***

~~on the seaward side of a public access roads, may apply for flexible height standards above the maximum allowable height in exchange for providing increased view corridors in excess of the minimum requirement of twenty (20) percent, as provided for below:~~

: Mole Roads ~~Optional Height Areas. Structures proposed on parcels where a 45 foot standard applies and located between a mole road and the bulkhead may be allowed up to a maximum height of seventy-five (75) feet when a forty (40%) percent view corridor is provided. Height above forty-five (45) feet shall be permitted at the ratio of 1.5 feet of additional height for every additional one percent (1%) of view corridor provided in excess of the twenty percent (20%) minimum standard.~~ This policy is applicable on the following mole roads: Panay Way, Marquesas Way, Tahiti Way, Bali Way, Mindanao Way, ~~Fiji Way,~~ and the mole portion of Parcel 132. This ***forty-five (45) foot maximum also*** ~~policy shall not apply~~ ***applies*** to that portion of the mole seaward of the cul-de-sac. ~~where a forty-five foot maximum height standard applies.~~

9.5 ***Height Design Flexibility on Loop Roads. Any project design for any parcel on the seaward side of a loop public access road, namely, Via Marina, Admiralty Way and Fiji Way, may apply for flexible height standards above the standard allowable height in exchange for providing increased view corridors no less than 100 feet wide and in excess of the minimum requirement of twenty (20) percent, as provided for below:***

~~a b)~~ Via Marina and Admiralty Way Optional Height Areas. Except as noted ~~in Policy 8 above,~~ structures proposed on parcels where a ***45 foot standard--75 feet maximum***

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225 Foot Standard Except as noted above, applies to parcels landward of Via Marina and Admiralty Way, and includes parcel 112 and 113, and the westerly portion of parcel 125.

The Height Design Concept may be modified where a valid public benefit is achieved, such as increased views of the waterfront. For parcels adjacent to mole roads, and seaward of Admiralty Way and Via Marina, flexible height standards may apply in exchange for increased view corridors, as provided for in Policy No. 9 below.

9. **Height Design Flexibility for Waterfront Parcels.** Any project design for any parcel on the seaward side of a public access road may apply for flexible height standards above the maximum allowable height in exchange for providing increased view corridors in excess of the minimum requirement of twenty (20) percent, as provided for below:

a) Mole Road Optional Height Areas. Structures proposed on parcels where a 45 foot standard applies and located between a mole road and the bulkhead may be allowed up to a maximum height of seventy-five (75) feet when a forty percent (40%) view corridor is provided. Height above forty-five (45) feet shall be permitted at the ratio of 1.5 feet of additional height for every additional one percent (1%) of view corridor provided in excess of the twenty percent (20%) minimum standard. This policy is applicable on the following mole roads: Panay Way, Marquesas Way, Tahiti Way, Bali Way, Mindanao Way, Fiji Way, and the mole portion of Parcel 132. This policy shall not apply to that portion of the mole seaward of the cul-de-sac where a forty-five foot maximum height standard applies.

b) Via Marina and Admiralty Way Optional Height Areas. Except as noted in Policy 8 above, structures proposed on parcels where a 140 foot standard applies and located adjacent to and seaward of Via Marina and Admiralty Way may be allowed up to a maximum height of 225 feet when a forty percent (40%) view corridor is provided. Height above 140 feet shall be permitted at the ratio of 4.25 feet of additional height for every additional one percent (1%) of view corridor provided in excess of the twenty percent (20%) minimum standard.

c) The open area may allow public amenities such as benches and landscaping, and parking lots provided the parking area is at least two feet below grade to allow views of the harbor from the mole road. Projects not meeting the minimum "open viewing area" requirement shall be restricted to forty-five feet in height. Such projects shall be required to meet the mandatory twenty percent "open viewing area" requirement for all projects on the seaward side of any roadway within the LCP study area.

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located adjacent to and seaward of Via Marina and Admiralty Way may be allowed up to a maximum height of *75 feet* ~~225 feet~~ when a forty percent (40%) view corridor, (a *usable public access corridors providing* views of the waterfront *and open to the sky)* is provided *as part of the project application. Such additional height is contingent upon full mitigation of all significant adverse impacts on winds including cumulative impacts of all likely similar development on recreational sailing, such as unpredictable wind patterns, gusting, and dead spots.* Height above ~~140~~ *45* feet shall be permitted *only if the view corridor conforms to the minimum width, generally 100 feet, required in the site specific guidelines for the parcel. Additional height will be approved, for qualifying parcels* at the ratio of ~~4.25~~ *1.5* feet of additional height for every additional one percent (1%) of view corridor provided in excess of the twenty percent (20%) minimum standard.

b) *Mid Admiralty Optional Height Area. Except as noted in Policy 8 above, hotel development proposed on parcels where a 45 Foot Standard-140 Foot Maximum applies for hotels, and located seaward of the mid portion of Admiralty Way, but outside of the Main Channel View corridor to the San Gabriel Mountains, may be allowed up to a maximum height of 140 feet if (1) a forty percent (40%) view corridor (a usable public access corridor providing views of the waterfront and open to the sky) is provided as part of the project application for any approvable development and (2) all significant adverse impacts on wind patterns are fully mitigated including cumulative impacts when considered with other projects. A significant impact on wind patterns, that could have an impact on recreational sailing, includes unpredictable wind patterns, gusting, and dead spots. Height above 75 feet shall be permitted only if the view corridor conforms to the minimum width, generally 100 feet, required in the site specific guidelines for the parcel and a dedicated area next to the channel is provided. No heights shall exceed 45 feet within 100 feet of the channel. Any approvable additional height shall be approved, for qualifying parcels at the ratio of 3.25 feet of additional height for every additional one percent (1%) of view corridor provided in excess of the twenty percent (20%), minimum standard.*

c) The *100 foot wide view corridor* open area may allow *include* public amenities such as benches and landscaping, and parking lots provided the parking area *roof* is at ~~least two feet below grade~~ *the level of the crown of the frontage street* to allow views of the harbor from the *loop* mole road. *The entire width and length of the view corridor shall be open to the sky. The ground level view shall not include reflective elements, visible cars, or unrelieved asphalt.* Projects not meeting the *above* ~~minimum "open viewing area"~~ requirement shall be restricted to forty-five feet in height. ~~Such projects~~ *and instead* shall be required to meet the mandatory twenty percent "open viewing area" requirement for all projects on the seaward side of any roadway within the LCP study area *as identified in Policy 9.1 of the certified LCP.*

10. **Wind Factor. New Ddevelopment shall not significantly increase infringements of wind access for boats in their berths, in the fairways, or in**

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impact of ~~such~~ taller buildings on wind currents *and sailing by small boats* within the Marina. *All structures proposed at heights greater than 45 feet shall also* ~~to~~ determine the *cumulative* impact of taller buildings ~~authorized in this LCP~~ on wind currents within the Marina. *Development shall only be approved if all identified significant adverse impacts, including cumulative impacts of a pattern of higher buildings, are fully mitigated.*

11. Parcels 112 and 113 *and 64. Continuous* Wwaterfront pedestrian access and a small waterfront viewing platform *adjacent to the main channel* shall be provided on Parcels 112 and 113 *and 64* ~~in reconstruction~~. *In conjunction with development that extends the time period that the publicly owned site is committed to residential use and/or increases the intensity of use of the site.*

- *On Parcel 113, building height shall not exceed 45 feet within 200 feet of the channel or within 90 feet of Via Marina. Additional height, up to 75 feet, may be allowed only if a public viewing and access area, no less than 150 feet wide, is reserved and improved along the entire length of bulkhead from Via Marina to the westerly parcel boundary.*

- *On Parcel 112, building height shall not exceed 45 feet within 200 feet of the water or within 90 feet of Via Marina or Bora Bora Way. Heights may be allowed up to 75 feet only if a public viewing and access area, no less than 150 feet wide, is reserved and improved along the entire length of bulkhead from the westerly parcel boundary to Bora Bora Way. Vehicular access shall be provided on parcel 112.*

12. *High rise buildings located at the outermost periphery of the Marina shall offer public viewing areas, including setbacks affording views along public streets to the harbor. Parcels 100-106 shall provide an articulated facade, a landscaped sidewalk adjacent to Via Marina and internal open space linking with the sidewalk.*

13. Main Channel View Corridor. To preserve views of the Santa Monica and San Gabriel Mountains from the Main Channel, no structure over forty (40) feet in height shall be constructed on the eastern-most 300 feet of Parcel 125, or on Parcels 129, 130, 131, and the panhandle portion of Parcel 132, or along Admiralty Park (Parcels RR and SS). ~~Landscaped public open space no less than 40 feet wide and extending across the width of the mole and, including no fewer than 5 (five) public parking spaces shall be provided at each mole end open redevelopment.~~

14. ~~13~~. Landscaping and plant materials may be used to screen and soften visually obtrusive elements in the study area (e.g., utilities, service areas, bulkheads, fencing, etc.).

15. *A landscaped pedestrian viewing area shall be provided along the bulkhead in conjunction with all new development. Such area shall include benches, shade structures and other amenities, and shall be the equivalent of a eight feet wide corridor seaward of the fire access road.*

Area A

14. *Policy 14, referring to Area A is deleted for the Marina del Rey LCP.*

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a) Category 1: one story, Twenty-five (25) foot maximum.

b) a) Category 2 1: Forty-five (45) foot maximum

c) ~~b)~~ Category 3 ~~2 Forty-five (45) foot maximum when a 20% view corridor is provided ranging to a seventy-five (75) foot maximum when a 40% view corridor is provided. As long as such view corridor is a minimum of 400 feet wide, height above 45 feet shall be permitted at the ratio of 1.5 feet in height for every 1% view corridor exceeding the 20%~~ → Forty-five (45) foot maximum when a 20% view corridor is provided ranging to a seventy-five (75) foot maximum when a 40% view corridor is provided. Height above 45 feet shall be permitted at the ratio of 1.5 feet in height for every 1% view corridor exceeding the 20% standard.

c) Category 4 ~~3 Forty-five (45)) foot maximum when a 20% view corridor is provided ranging to one hundred forty (140) foot maximum when a 40% view corridor is provided. As long as such view corridor is a minimum of 400 feet wide, height above 45 feet shall be permitted at the ratio of 4.25 feet in height for every 1% view corridor exceeding the 20% standard~~ → One-hundred forty (140) foot maximum.

d) Category 5. ~~One hundred forty (140) foot maximum (20% view corridor)~~ → One hundred forty (140) foot maximum when a 20% view corridor is provided ranging to a two hundred twenty-five (225) foot maximum when a 40% view corridor is provided. Height above 140 feet shall be permitted at the ratio of 4.25 feet in height for every 1% view corridor exceeding the 20% standard.

~~d) Category: 4 One hundred forty (140) foot maximum when a 20% view corridor is provided ranging to a two hundred twenty-five (225) foot maximum when a 40% view corridor is provided. Height above 140 feet shall be permitted at the ratio of 4.25 feet in height for every 1% view corridor exceeding the 20% standard~~

e). Category 5 6: Two hundred twenty-five foot maximum

f). Category 6 7: Other site-specific maximums

6 ~~Presently:~~ Community-wide design guidelines are established and administered by the Design Control Board of the department of beaches and harbors The Design Control Board shall continue to review architectural designs and site plans for development projects in the existing Marina ~~Specific design guidelines for development within the existing Marina are set forth in the document entitled Minimum Standards of Architectural Treatment and Construction The Standards are elaborated upon in the Board's Statement of Aims and Policies, dated March 20, 1980 (Appendix C).~~

F Fire Safety Standards The following standards shall apply to all new development and renovation or expansion of existing development, where applicable:

1. Sprinklers All new development shall be required to provide fire sprinklers consistent with the specifications of the Fire Department Further remodeling or expansion projects involving 50 percent or more of the existing floor area of said project shall be subject to review by the Fire Department for sprinkler requirements.

2. Multi-story Buildings Where a new building exceeds three stories or 35 feet in height, the following site design standards shall apply.

a Emergency access (or clear zones) on the lateral sides of all multi-story buildings shall be required to be a width of 28 feet, subject to Fire Department determination. A lesser width may be approved where the Fire Department finds such width provides sufficient emergency access; a greater width may be approved where the Fire Department finds such width to be necessary for the provision of adequate emergency access. This emergency access requirement may

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3 ***All new development shall fully mitigate significant adverse wind impacts on Marina boating. Accordingly, a*** A detailed wind study must be submitted ***with all applications for development for structures over ~~35 (thirty-five)~~ feet in height.*** The report must discuss the effects of the proposed construction and/or building placement on wind patterns within the marina, loss of surface winds used by birds and sailboats and general air circulation. The wind study must include the following components: → 45 (forty-five)

- Analysis of available historical wind speed and direction data to establish a wind speed/direction relationship for the site
- Performance and analysis of wind tunnel testing for the project using a model of proposed building(s) and surrounding structures. Wind tunnel testing shall be done for winds blowing from all predominant wind directions as established in analysis of historical data
- Cumulative wind analysis, including evaluation of wind impacts attributable to existing structures and potential future development projects, ***including detailed data on the cumulative impacts of existing, proposed and expected development on winds in Marina basin closest to the proposed development.***
- Summary of findings identifying the project's wind impacts if any
- Summary of mitigation measures available to mitigate the project's adverse impacts on wind, ***including alternative massing, height and site design.***

4 Avoidance and Mitigation of Geologic/Geotechnical Hazards ***Applicants and their engineers are responsible for determining and following all current requirements and recommendations of the Los Angeles County Department of Public Works, the California Division of Mines and Geology and the California Seismic Safety Board.*** New development shall utilize earthquake resistant construction and engineering practices All new development over three stories in height shall be designed to withstand a seismic event ***with a ground acceleration of no less than 0.5 g.*** Accordingly, all development applications shall include a detailed ***geotechnical*** report completed by a certified engineering geologist ***and a registered civil engineer experienced in the field of soil mechanics,*** and approved by the Department of Public Works. A copy of the report, and its approval, shall be submitted The report must include, but not be limited to

- A comprehensive geologic/soils analysis showing underlying geology soil type and structure.
- Delineation ***and evaluation*** of areas prone to fault rupture, ***secondary effects of seismic shaking, such as lateral spreading, settlement,*** liquefaction, ***etc. and*** excessive ground motion, ***due to seismic wave amplification.*** ~~, and damaging wave action~~
- Delineation of low-lying areas which may be inundated by tsunamis, floods or unusually high tides ***or may be damaged by excessive wave action.***
- Recommendations for development in geologically stable areas, ***and restrictions of*** development in unstable or ***unmitigated*** areas

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- Temporary uses as provided in Part 14 of Chapter 22 56

22.46.1250 Residential III - Development Standards. These standards shall apply for all uses in the Residential III category.

- Building height is limited to a maximum of ~~75 45~~ 75 feet
- Dwelling unit density shall not exceed 35 units per net acre
- Front and rear yard setbacks shall be a minimum of 10 feet, in addition to the required highway and *promenade* setback. Side yard setbacks shall be a minimum of 5 feet. View corridors, public open space areas and/or accessways required in this Specific Plan may be designed and integrated with the required front, side and rear yard setbacks or located elsewhere on the property ~~if the Director finds that~~ such design will enhance visual and physical access to the shoreline

- ***Residential and Mixed Use projects shall not reduce the amount of land area devoted to existing visitor serving, boating or marine commercial uses. a) With the exception of facilities located on parcels 1, 56, 54, and 55, boating facilities may be relocated in conjunction with development so long as the same or larger boating facility is replaced within the Development Zone. Any project which relocates an existing coastal dependent boating use, including but not limited to boat launching, boat storage, boater parking and access, shall be phased so that said use is replaced within the Development Zone before the development which displaces it may commence.***

b) Visitor serving uses shown on LUP Map 6, Existing/Proposed Visitor-Serving Facilities, shall be preserved or replaced on-site, as part of re-development.

c) Other existing recreation, visitor serving and marine commercial facilities not shown on LUP Map 6 may be relocated in conjunction with development as long as the use is replaced within the Marina before the development which displaces it may commence.

22.46.1260 Residential IV - Intent. Residential IV is intended as a medium-high density residential category permitting up to 45 dwelling units per net acre

22.46.1270 *Residential IV* - Principal Permitted Uses Property in the Residential IV category may be used for

A The following ***principal permitted use*** ~~primary uses~~

Multiple family structures no more than 45 dwelling units per net acre.

B. The following permitted uses

- Apartment houses
- Bicycle and pedestrian path rights-of-way
- ***Public Parks and picnic areas.***
- Townhouses.

C. B. The following uses only when in conjunction with a primary use listed in Subsection A above, ***a permitted use listed in Subsection B above,*** or with a use listed in Section 22.46.1280 below, subject to the same limitations and conditions provided in Section 22.46.1230:

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B The following uses, provided the specified permit has first been obtained and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Temporary uses as provided in Part 14 of Chapter 22 56

22.46.1290 ***Residential IV*** **- Development Standards.** These standards shall apply for all uses in the Residential IV category: 45 to 140

- Building height *is* limited to a maximum of 140 ~~*limited to 45*~~ feet ~~*on the moles but may extend to a maximum of 75 feet on loop roads, if all requirements of 22.46.1060.E are met.*~~
- Dwelling unit density shall not exceed 45 units per net acre
- Front and rear yard setbacks shall be a minimum of *10* 15 feet in addition to the required highway *and promenade* setbacks Side yard setbacks shall be a minimum of 5 feet. View corridors, public open space areas and/or accessways *and emergency access corridors* required in this Specific Plan may be designed and integrated with the required front side and rear yard setbacks or located elsewhere on the property if the ~~Director finds~~ that such design will enhance visual and physical access to the shoreline
- ***Residential and Mixed Use projects shall not reduce the amount of land area devoted to existing visitor serving, boating or marine commercial uses. a) With the exception of facilities located on parcels 1, 56, 54, and 55, boating facilities may be relocated in conjunction with development so long as the same or larger boating facility is replaced within the Development Zone. Any project which relocates an existing coastal dependent boating use, including but not limited to boat launching, boat storage, boater parking and access, shall be phased so that said use is replaced within the Development Zone before the development which displaces it may commence.***

b) Visitor serving uses shown on LUP Map 6, Existing/Proposed Visitor-Serving Facilities, shall be preserved or replaced on-site, as part of re-development.

c) Other existing recreation, visitor serving and marine commercial facilities not shown on LUP Map 6 may be relocated in conjunction with development as long as the use is replaced within the Marina before the development which displaces it may commence.

22.46.1300 Residential V - Intent. Residential V is intended as a high density residential category permitting up to 75 dwelling units per net acre

22.46.1310 ***Residential V*** **- Principal Permitted Uses.** Property in the Residential V category may be used for.

A The following ***principal permitted use*** ~~primary uses~~.

Multiple family dwellings no more than 75 dwelling units per net acre.

B. The following permitted uses

- Apartment houses.
- Bicycle and pedestrian path rights-of-way

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- Publicly owned uses necessary to the maintenance of the public health, convenience or general welfare
- Signs as provided in Part 10 of Chapter 22 52 and in Section 22.46.1060 of this Specific Plan
- Visitor serving commercial uses listed in Sections 22 46 1390 and 22.46 1400 when allowed by the Site- Specific Development Guidelines of this Specific Plan.

B The following uses provided the specified permit has first been obtained and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Temporary uses as provided in Part 14 of Chapter 22 56

22.46.1330 *Residential V* - Development Standards. These standards shall apply for all uses in the Residential V category.

- Building height *is* limited to a maximum of ~~*45 feet within 100 feet of the channels, but may extend to a maximum of 75 feet on loop roads, if all requirements of section 22.46.1050 E and all site specific requirements are met. Landward of the loop roads, building height is limited to a maximum of*~~ 225 feet
- Dwelling unit density shall not exceed 75 units per net acre
- Front and rear yard setbacks shall be a minimum of ~~15~~ *10* feet in addition to the required highway *and promenade* setback Side yard setbacks shall be a minimum of 5 feet View corridors, public open space areas and/or accessways *and emergency access corridors* required in this Specific Plan may be designed and integrated with the required front, side and rear yard setbacks or located elsewhere on the property if the ~~Director finds~~ that such design will enhance visual and physical access to the shoreline
- ***Residential and Mixed Use projects shall not reduce the amount of land area devoted to existing visitor serving, boating or marine commercial uses. a) With the exception of facilities located on parcels 1, 56, 54, and 55, boating facilities may be relocated in conjunction with development so long as the same or larger boating facility is replaced within the Development Zone. Any project which relocates an existing coastal dependent boating use, including but not limited to boat launching, boat storage, boater parking and access, shall be phased so that said use is replaced within the Development Zone before the development which displaces it may commence.***

b) Visitor serving uses shown on LUP Map 6, Existing/Proposed Visitor-Serving Facilities, shall be preserved or replaced on-site, as part of re-development.

c) Other existing recreation, visitor serving and marine commercial facilities not shown on LUP Map 6 may be relocated in conjunction with development as long as the use is replaced within the Marina before the development which displaces it may commence.

22.46.1340 Hotel - Intent. Hotel is intended as an overnight accommodations/ attendant services category.

22.46.1350 *Hotel* - Principal Permitted Uses. Property in the Hotel category may be used for:

A. The following ***principal permitted use*** ~~primary uses~~:

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- Parcel BR
Category: Open Space
Required Public Improvements.
  - Development shall provide waterfront public pedestrian access consistent with Section 22 46 1150 of this Specific Plan
  - A continuous ~~28~~ 20-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads Seating and landscaping shall be provided along the bulkheads consistent with Section 22 46.1060 of this Specific Plan. New development or intensification on Parcels 112 and 113 shall ***require reservation of public open space and*** the construction of a public pedestrian promenade consistent with the ~~28~~ 20-foot wide standard
  - ***- Public vehicular access shall be maintained along Bora Bora Way. No fewer than ten public parking spaces shall be provided in a landscaped parking area adjacent to the gas dock.***
  - A small waterfront viewing park not less than 500 square feet in area shall be provided on Parcel 112 in conjunction with Phase II development.
  - A small waterfront viewing park not less than 500 square feet in area shall be provided on Parcel 113 on a platform over the bulkhead, in conjunction with Phase II development.
  Park and picnic facilities, including a rest room shall be installed in parcel 3 in conjunction with new development in the Bora Bora Development Zone

Special Development Considerations:
  - New building construction on Parcel 112 shall relate to Bora Bora Way and landscaping shall be enhanced
  - ***On Parcel 113, building height is limited to height category ~~3, 46 feet to a maximum of 75 feet, except that heights shall not exceed 45 feet within 200 feet of the channel or within 90 feet of Via Marina. Heights on the remainder of the parcel may be allowed up to 75 feet, only if a public viewing and access area, no less than 150 feet wide, is reserved and improved along the entire length of bulkhead from Via Marina to the easterly parcel boundary.~~*** — 6.
  - ***On Parcel 112, building height is limited to height category ~~3, 46 feet to a maximum of 75 feet except that building height shall not exceed 45 feet within 200 feet of the water or within 90 feet of Via Marina or Bora Bora Way. Heights on the remainder of the parcel may be allowed up to 75 feet only if a public viewing and access area, no less than 150 feet wide, is reserved and improved along the entire length of bulkhead from the westerly parcel boundary to Bora Bora Way~~*** — 6.
  - On Parcel 1, building height is limited to ~~height category 1, a maximum of one story, 15-45 feet.~~ — height category 1.
  - On Parcel 3, building height is limited to ~~height category 1, a maximum of one story, 25-45 feet.~~ — height category 1.

2. Tahiti Development Zone (Exhibit 6)
Parcels 7, 8, 9, 111
Development Allocation: 275 Dwelling Units

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75 Hotel Rooms/Motel Units
76 Boat Slips
Conversion potential

- Parcel 7
Categories: Residential III
Water
Waterfront Overlay

- Parcel 8
Categories: Residential III
Water
Waterfront Overlay

-Parcel 9
Categories: ~~Residential V~~ *Open Space*
Water
~~Waterfront Overlay~~

-Parcel 111
Categories: Residential III (mole portion)
Residential V (western portion)
Water
Waterfront Overlay

Required Public Improvements:

- A continuous ~~20~~ 28-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan

Special Development Considerations

- On Parcel 7, building height is limited to height category ~~2~~ 4, a maximum of 45 feet
- On Parcel 8 and the mole portion of Parcel 111, building height is limited according to Section ~~22.46.1060 (E)~~, height category ~~2, a maximum of 45 feet, a maximum of 76 feet~~ – 3.
- On Parcel 9, *building height* ~~is limited to 25 feet~~ – height category 5.
- *On* and the western portion of Parcel 111, building height is limited according to Section 22.46.1060 (E), *height category* ~~2, a range of 45-76 feet; height category 4 140-225 feet~~ – height category 5.

3. Marquesas Development Zone (Exhibit 7)
Parcels 10, 12, 13, FF
Development Allocation: 320 Dwelling Units
15 KSF Retail
76 Boat Slips
Conversion Potential

- Parcel 10
Categories: Residential V (western portion)
Residential III (mole portion)
Water
Waterfront Overlay

- Parcel 12
Categories: Residential IV
Water
Waterfront Overlay

- Parcel 13
Categories: Residential III
Water

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Waterfront Overlay

- Parcel FF
Category: Open Space

Required Public Improvements

- A continuous 20 *28*-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads Seating and landscaping shall be provided along the bulkheads consistent with Section 22 46 1060 of this Specific Plan

Special Development Considerations

- ***On Parcel FF, building height is limited to height category 1, a maximum of 25 feet***
- On the mole terminus portion of Parcel 12 ~~and on Parcel FF~~, building height is limited to height category 2 ~~1~~, a maximum of 45 feet
- On the mole portion of Parcel 10 the western portion of Parcel 12 along the mole road and Parcel 13, building height is limited ~~according~~ to ~~Section 22 46 1060 (E)~~, height category ~~3 a maximum of 45 feet~~. — 3.
- On the non-mole portion of Parcel 10, building height is limited according to Section 22 46 1060 (E), height category ~~4, 3, 45 feet to a maximum of 75 feet, except that heights shall not exceed 45 feet within 30 feet of the water or within 10 feet of Via Marina or Marquesas Way. Heights may be allowed to exceed 45 feet only if, as a portion of the required view corridor, a public viewing and access area no less than 80 feet wide is reserved and improved along the entire length of easterly parcel boundary extending from Via Marina to the bulkhead adjacent to parcel 9.~~ — 5.
- On Parcel FF, development of uses other than public parking shall be conditioned to provide replacement public parking on-site or elsewhere in the Marina on a one-to-one basis such that there is no net reduction in public parking spaces

4.

Panay Development Zone (Exhibit 8)
Parcels 15, 18, 20, 21, 22, GR
Development Allocation:
250 Dwelling Units
75 Congregate Care Units
48 Hotel Rooms/Motel Units
10 KSF Retail
76 Boat Slips
Conversion Potential

- Parcel 15
Categories: Residential IV
Water
Waterfront Overlay

- Parcel 18
Categories: Residential III (mole terminus)
Residential IV (south side of mole road)
Water
Waterfront Overlay

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LIP Changes

- Parcel 20
Categories: Marine Commercial
Water
Waterfront Overlay
- Parcel 21
Categories: Marine Commercial
Water
Waterfront Overlay
- Parcel 22
Categories: Hotel
Waterfront Overlay
- Parcel GR
Category: Parking

Required Public Improvements

- A continuous 20 28-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads Seating and landscaping shall be provided along the bulkheads consistent with Section 22 46 1060 of this Specific Plan

Special Development Considerations

- On Parcel 22, GR and the mole terminus portion of Parcel 18, building height is limited to height category 1 2 a maximum of 45 feet
- On Parcel 15, *building height is limited according to Section 22.46.1060 (E), height category 3, 45 feet to a maximum of 75 feet.* ~~*except that heights shall not exceed 45 feet within 20 feet of the water or within 30 feet of Via Marina or Panay Way. Heights may be allowed to exceed 45 feet only if, as a portion of the required view corridor, a public viewing and access area no less than 100 feet wide is reserved and improved along the entire length of southerly parcel boundary extending from Via Marina to the bulkhead adjacent to parcel FF.*~~
- On the western portion of Parcel 18 along the mole road Parcel 20 and Parcel 21, building height is limited according to Section 22.46.1060 (E), height category ~~2 a maximum of 45 feet~~ — 3.
- Development on Parcel 22 shall provide shadow studies indicating the *proposed* development ~~proposed~~ will not shadow the public beach on Parcel H
- Deck parking structures may be provided on Parcel GR *limited to 45 feet maximum*, consistent with the view and site design standards and requirements of this Specific Plan, *including the requirement that any development provide shadow studies indicating the proposed development will not shadow the public beach on Parcel H*

Exhibit 21c
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LIP Changes

Required Public Improvements

- A continuous 20 28-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads Seating and landscaping shall be provided along the bulkheads consistent with Section 22 46 1060 of this Specific Plan On Parcel 30, any expansion less than or equal to 10% of the existing floor area shall require the construction of a public pedestrian promenade, consistent with the 20-foot wide standard, along 50 percent of the length of the bulkhead, any expansion greater than 10% of the existing floor area shall require the construction of a public pedestrian promenade, consistent with the 20-foot wide standard, along 100 percent of the length of the bulkhead

Special Development Considerations:

- On Parcels 27, 28, 30, 33, 91, H IR, JS and N, building height is limited to height category 4 2 a maximum of 45 feet
- ***On Parcel 97 building height with visitor serving convenience commercial is 45 feet maximum, with the Mixed Use zone option, building height is 140 feet maximum.***
- 4 On Parcels 97 and 140, building height is limited to height category ~~4 5~~, a maximum of 140 feet
- On Parcels 141 and 145, building height is limited to height category 5 6, a maximum of 225 feet
- New development shall preserve water views and avoid walling in the public beach Redevelopment of the public beach parcels shall provide new views to the water from Admiralty Way and Via Marina
- Parcels 97 and 140 may be developed together as a design unit ***In lieu of view corridors, any development on these parcels 97 and 140 that exceeds 45 feet in height shall provide articulation, landscaping and design details that 1) provide a gateway to the Marina, 2) step back heights adjacent to Washington Street to provide a softened edge next to Venice, and 3) provide street level commercial development adjacent to Washington Street.***
- Development shall provide significant landscaping at ground level, particularly at the intersections of Admiralty Way with Palawan Way and Via Marina, to provide a park-like entry character to this high-intensity public use area
- In no event shall the total area devoted to boat storage, including mast-up storage and dry-stack storage, be decreased within the Palawan/Beach Development Zone

6. Oxford Development Zone (Exhibit 10)
Parcels 125, 128, 129, OT, P, Q, RR
Development Allocation: 165 Dwelling Units
Fire Station Expansion
Conversion Potential

- Parcel 125
Categories: Residential V (western portion)
Hotel (eastern portion)
Water
Waterfront Overlay

Exhibit 21c
P 17

LIP Changes

- Parcel 128
Category: Water

- Parcel 129
Categories: Public Facility
Water

- Parcel OT
Category: Residential ~~V~~ *Parking, Open Space*

- Parcel P
Category: Open Space

- Parcel Q
Category: Open Space

- Parcel RR
Category: Open Space

Required Public Improvements

- A continuous *28* 20-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads Seating and landscaping shall be provided along the bulkheads consistent with Section 22 46 1060 of this Specific Plan
- The regional bicycle trail shall be retained or reconstructed as part of any redevelopment affecting these parcels

Special Development Considerations

- No structure over 40 feet in height shall be constructed on Parcels 129, P, Q, RR or on the easternmost 300 feet of Parcel 125
- ~~On Parcels OT and~~ the western portion of Parcel 125, building height is limited to height category ~~6~~ 5, a maximum of 225 feet
- On Parcel OT, development of uses other than public parking shall be conditioned to provide replacement public parking on-site or elsewhere in the Marina on a one-to-one basis such that there is no net reduction in public parking spaces *An area on the easterly property line of parcel OT shall be reserved for future construction of a connector from Admiralty way to Washington Street, if necessary.* Height category 4.

7. Admiralty Development Zone (Exhibit 11)
Parcels 40, 94, 130, 131, 132, 133, 134, SS
Development Allocation: 200 Hotel Rooms
275 Restaurant Seats
32 KSF Office
3 KSF Library Expansion
Conversion Potential

- Parcel 40
Category: Public Facility

- Parcel 94
Category: Office *Parking*

- Parcel 130

Exhibit 21c
p 18

LIP Changes

Categories Visitor-Serving/Convenience Commercial
Waterfront Overlay

- Parcel 131
Categories: Visitor-Serving/Convenience Commercial
Waterfront Overlay

- Parcel 132
Categories: Marine Commercial
Water
Waterfront Overlay

- Parcel 133
Categories: Visitor-Serving/Convenience Commercial
Waterfront Overlay

- Parcel 134
Categories: Office
Waterfront Overlay

- Parcel SS
Category: Open Space

Required Public Improvements:

- A continuous ~~28~~ 20-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads Seating and landscaping shall be provided along the bulkheads consistent with Section 22 46 1060 of this Specific Plan On Parcel 132, any redevelopment or expansion in excess of 10 percent of the existing floor area shall require the construction of a pedestrian promenade, consistent with the 20-foot wide standard, along 50 percent of the length of the bulkhead, expansion in excess of 20 percent of the existing floor area shall require the construction of a public pedestrian promenade, consistent with the 20-foot wide standard, along 100 percent of the length of the bulkhead
- The regional bicycle trail shall be retained or reconstructed as part of any redevelopment affecting these parcels

Special Development Considerations:

- On Parcel 40, *and the mole portion of parcel 132,* building height is limited to a maximum of 45 feet
- On Parcels 130, 131, SS and the panhandle portion of Parcel 132, building height is limited to a maximum of 40 feet.
- *On Parcel 134, building height is limited according to Section 22.46.1060 (E), height category 3 45 feet to a maximum of 75 feet,* ~~except that no office use shall exceed 45 feet.~~
- On Parcels 133, ~~134~~ and the *non-mole,* non-panhandle portion of Parcel 132, building height is ~~limited by to Section 22.46.1060 (E)~~, height category *4* 2 a maximum of 140 feet. ~~The minimum view corridor for parcel 132 shall include a corridor no less than 100 feet wide, connecting Admiralty Way with an open pedestrian access along the main channel that is not less than 50 feet wide.~~

Exhibit 21c
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LIP Changes

8. **Bali Development Zone (Exhibit 12)**
Parcels 41, 42, 43, 44, 75, 76, 150, UR
Development Allocation: 382 Hotel Rooms
40 KSF Conference Center
75 KSF Visitor-serving Commercial
3 KSF Marine Science
500 Restaurant Seats
Ferry Terminal Site
86 Boat Slips
Conversion Potential

- Parcel 41
Categories: Marine Commercial
Water
Waterfront Overlay
- Parcel 42
Categories: Hotel
Water
Waterfront Overlay
- Parcel 43
Categories: Visitor-Serving/Convenience Commercial
Water
Waterfront Overlay
- Parcel 44
Categories: Marine Commercial *Boat Storage, (portion)* (Adjacent Admiralty Way)
Visitor-Serving/Convenience Commercial (mole)
Water
Waterfront Overlay
- Parcel 75
Categories: Hotel
Mixed Use Overlay
- Parcel 76
Category: Office
- Parcel 150
Category: Office

- Parcel UR
Categories: *Open Space* ~~Marine Commercial~~
~~Waterfront Overlay~~

Required Public Improvements:
- A continuous ~~28~~ 20-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan.
- The regional bicycle trail shall be retained or reconstructed as part of any redevelopment affecting these parcels.

Special Development Considerations:
- On Parcels 42 and the mole terminus portion of Parcel 43, building height is limited to *height category 2* a maximum of 45 feet.
- On Parcel 41, the mole road portion of Parcel 43 and the mole road portions of Parcel 44, building height is limited

(see Next page)

Exhibit 21c
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LIP Changes

according to Section 22 46 1060 (E), height category ~~2 a maximum of 45 feet~~ -3.

- On ~~Parcel UR and~~ the non-mole portion of Parcel 44, building height is limited according to Section 22 46 1060 (E), height category *2 3, a maximum of 75 feet* ~~The minimum view corridor shall be 100 feet wide~~
- *On Parcel UR building height is limited according to height category* ~~1 a maximum of 25 feet~~ -3.
- On Parcel UR, development of uses other than public parking shall be conditioned to provide replacement public parking on-site or elsewhere in the Marina on a one-to-one basis such that there is no net reduction in public parking spaces. *Turf block on site can be considered for a portion of these spaces*

9. Mindanao Development Zone (Exhibit 13)
Parcels 47, 48, 49, 50, 52, 53 54, 77, 83, EE GG
Development Allocation: 14 5 KSF Retail
26 KSF Office
35 Boat Slips
Conversion Potential

- Parcel 47
Categories: Marine Commercial
Water
Waterfront Overlay
- Parcel 48
Category: Water
- Parcel 49M
Categories: ~~Marine Commercial~~ *Parking*
Water
- Parcel 49R
Categories: ~~Marine Commercial~~ *Boat Storage*
Water
~~Waterfront Overlay~~
- Parcel 49R
Categories: ~~Marine Commercial~~ *Boat Storage*
Water
~~Waterfront Overlay~~
- Parcel 50
Category: Visitor-Serving/Convenience Commercial
Mixed Use Zone MUZ
- Parcel 52
Categories Public Facility
Water
- Parcel 53
Categories Marine Commercial
Water
Waterfront Overlay
- Parcel 54
Categories: Marine Commercial
Water
Waterfront Overlay
- Parcel 77
Categories: ~~Marine Commercial~~ *Boat Storage*
Water
~~Waterfront Overlay~~
- Parcel 83

Exhibit 21c
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LIP Changes

Category: Visitor-Serving/Convenience Commercial
Mixed Use Zone MUZ

- Parcel EE Categories: Open Space
  Open Space
  Water
- Parcel GG Categories: Public Facility
  Water

Required Public Improvements

- A continuous *28* 20-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads On Parcels 53 and 54, said promenade shall only be constructed *along the water* if determined to be safe, and shall connect the promenade to Fiji Way along the property line between Parcels 52 and 53 Seating and landscaping shall be provided along the bulkheads consistent with Section 22 46 1060 of this Specific Plan
- The regional bicycle trail shall be retained or reconstructed as part of any redevelopment affecting these parcels
- Redevelopment on Parcel 47 shall be conditioned to require pedestrian access from Mindanao Way to the pedestrian promenade

Special Development Considerations

- On Parcels 47, and 49 *and 77*, building height is limited to a maximum of 45 feet.
- ***On Parcels 50 and 83, building height with visitor serving convenience commercial is 45 feet maximum, with the Mixed Use zone option is 140 feet maximum.***
- On Parcels 52 53, 54, *77* and GG building height is limited according to Section 22 46 1060 (E) height category 2 *3, 45 feet, which may be exceeded with provision of a ~~400 feet~~ view corridor to a maximum of 75 feet, except that boat hoist may exceed this height.*
- ~~Any portion of the County office building located on Parcel 62 which is lost due to construction of the channel cut-through for the Area A boat basin may be relocated to Parcels 52/GG Said relocation shall occur without deduction against the office development allocated in the Mindanao Development Zone Office development in excess of the amount relocated does count against the allocation and is limited to an additional 26 thousand square feet.~~
- In no event shall the total area devoted to boat storage, including mast-up storage and dry-stack storage, be decreased within the Mindanao Development Zone.

10. Fisherman's Village Development Zone (Exhibit 14)
Parcels 55, 56, 61, BB, W
Development Allocation: 20 KSF Retail
350 Restaurant Seats
Ferry Terminal Site
Conversion Potential

- Parcel 55 Categories: Marine Commercial

Exhibit 21c
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LIP Changes

Water
Waterfront Overlay

- Parcel 56
Categories: Visitor-Serving/Convenience Commercial
Water
Waterfront Overlay

- Parcel 61
Categories: Visitor-Serving/Convenience Commercial
Water
Waterfront Overlay

- Parcel BB
Category: Water

- Parcel W
Categories: ***Parking*** ~~Visitor-Serving/Convenience Commercial~~
Waterfront Overlay

Required Public Improvements:

- A continuous ~~28~~ 20-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan.
- Development adjacent to the new channel entrance for the Area A boat basin shall provide view areas of the main channel and new marina basin.

Special Development Considerations

- On Parcel 55, building height is limited to a maximum of 45 feet.
- On Parcels 56 and W, building height is limited according to Section 22.46.1060(E), height category ~~2~~ ***3, 45 feet, which may be exceeded with provision of a ~~400-foot-view corridor~~ to a maximum of 75 feet.***
- ***Parcels 56 and W may be developed as one unit, provided that public views are maintained and equivalent public parking is reserved and provided in addition to commercial parking. ~~Minimum view corridor is 100 feet.~~***
- On Parcel 61, building height is limited according to Section 22.46.1060 (E), height category ~~2~~, ***45 feet maximum.*** ~~4~~.
- ~~View corridor from Fiji Way across Parcel 55 to the main channel shall be preserved.~~

11. Harbor Gateway Development Zone (Exhibit 15)
Parcels 62, 64, 65
Development Allocation: 255 Dwelling Units
34 Boat Slips
Conversion Potential

- Parcel 62
Categories: Public Facility
Water
~~Waterfront Overlay~~

- Parcel 64
Categories: Residential V
Water
Waterfront Overlay

- Parcel 65

Exhibit 21c
P. 23

LIP Changes

Categories *Boat Storage* Marine Commercial
Water
~~Waterfront Overlay~~

Required Public Improvements

- A continuous *28* 20-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads, except Parcel 62 for safety reasons *where the accessway shall be routed inland of the sheriff's station and boat hoists* Seating and landscaping shall be provided along the bulkheads consistent with Section 22 46 1060 of this Specific Plan

Special Development Considerations

- ~~Parcel 62 may form the main channel entrance for the new Playa Vista marina.~~
- ~~Development adjacent to the new channel entrance for the Area A boat basin shall provide view areas of the main channel and new marina basin.~~
- On Parcels 62 and 65, building height is limited to a maximum of 45 feet
- On Parcel 64, building height is limited to *according to Section 22.46.1060(E), height category* ~~*8, 45 feet,*~~ ~~*which may be exceeded with provision of a 100 foot view corridor to a maximum of 75 140 feet, except that development within 100 feet of the main channel shall be limited to 45 feet. If the lessee chooses the greater height on this parcel, one portion of the view corridor shall be no less than 50 feet wide and located along the main channel and shall be connected to Fiji way with a view corridor no less than 75 feet wide.*~~ — 4.

(THE FOLLOWING POLICIES ARE DELETED FROM THE MARINA DEL REY SEGMENT.

- ~~Any portion of the County office building located on Parcel 62 which is lost due to construction of the channel cut through for the Area A boat basin may be relocated to Parcels 52/GG in the Mindanao Development Zone. Said relocation shall occur without deduction against the office development allocated in the Mindanao Development Zone. Office development in excess of the amount relocated does count against the allocation and is limited to an additional 26 thousand square feet.~~
- ~~Any remnant portion of the existing Fiji Way cul-de-sac which is created south of the new channel cut through for the Area A boat basin may be used to replace land lost from Parcel 62 for construction of the replacement Sheriff/Coast Guard facility.~~
- Docking facilities may be provided as needed on Parcel 62 for Harbor Patrol and Coast Guard uses.

12. Via Marina Development Zone (Exhibit 16)
Parcels 95, 100, 101, 102, 103, 104, DS, LLS, AL-1, K-6
Development Allocation: 530 Dwelling Units
30 KSF Retail
340 Restaurant Seats
Conversion Potential

Exhibit 21c
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LIP Changes

- Parcel 95
Categories: Visitor-Serving/Convenience Commercial
Mixed Use Overlay
- Parcel 100
Category: Residential V
- Parcel 101
Category: Residential V
- Parcel 102
Category: Residential V
- Parcel 103
Category: Residential V
- Parcel 104
Category: Visitor-Serving/Convenience Commercial
- Parcel DS
Category: Open Space
- Parcel LLS
Category: Public Facility
- Parcel AL-1
Category: Public Facility
- Parcel K-6
Category: Residential V

Required Public Improvements

- A continuous *28* 20-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan.

Special development considerations.

- ***On Parcel 95 building height with visitor serving convenience commercial use is 45 feet maximum, with the Mixed Use zone option, building height is 140 feet maximum.***
- ***Any development on parcel 95 exceeding 45 feet in height shall include street level entrances on Washington Street~~, and Via Marina, landscaping along Via Marina, internal recreation and commercial facilities.~~***

13. ~~Playa Vista~~ North Shore Development Zone (Exhibit 17)
Parcels XT.
Development Allocation:

- Parcel XT
Categories: ~~Visitor-Serving/Convenience Commercial~~ *Open Space*
~~Mixed Use Overlay~~

Special Development considerations.

- On Parcels XT, building height is limited according to Section 22.46.1060 (E), height category -2, *3, (45) forty five foot standard, (75) seventy five foot maximum.*

Exhibit 21c
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May 8, 1995

LOS ANGELES COUNTY

MARINA DEL REY LCP SEGMENT 1-94

COUNTY REQUESTED CHANGES TO "SUGGESTED MODIFICATIONS"

**** NEW HOTEL PARCEL ****

REQUEST: Change Parcel 9 to Hotel designation. Suggested change that County staff could favorably recommend to the Board of Supervisors.

(see attached pages for specific text changes)

EXHIBIT NO. 21d

Application Number LACO 94-1 MDR LCPA
Letter from James. Hartl May 9, 1995
Attachment D New Hotel on Parcel 9

Suggested changes to staff recommendation

California Coastal Commission

Exhibit 21d
p 2

May 8, 1995

LOS ANGELES COUNTY

MARINA DEL REY LCP SEGMENT 1-94

****** NEW HOTEL PARCEL ******

REQUEST: Change Parcel 9 to hotel designation and Change Parcel OT to parking designation. (see attached pages for specific changes)

The following points outline the County staff's proposed changes to the "Suggested Modifications:"

1) Land use changes -

DZ #2	Parcel 9	From Residential V to Hotel
DZ #6	Parcel OT	From Residential V to Parking

2) Development Zone Allocation Changes -

DZ #2 Receive 165 dwelling units from DZ #6 and convert to 165 hotel rooms, and receive 48 hotel rooms from DZ #4.

Revised allocation potential for zone:

275 dwelling units (no change)
288 hotel rooms (+213 hotel rooms)

DZ #4 Transfer 48 hotel rooms to DZ #2.

Revised allocation potential for zone:

250 dwelling units & 75 congregate care units (no change)
0 hotel rooms (-48 hotel rooms)
10,000 sq ft of retail space (no change)

DZ #6 Transfer 165 dwelling units to DZ #2.

Revised allocation potential for zone:

0 dwelling units (-165 dwelling units)

Change in total LCP allocation for dwelling units (down) and hotel rooms (up):

	Dwelling units	Hotel rooms
Before	2,585	905
After	2,420	1,070
Change	- 165	+ 165

LUP Changes

Residential Units: 275 dwelling units
Hotel Rooms: ~~75~~ hotel rooms/motel units → 288 hotel rooms
Land Use Conversion Option *if WOZ noted*
Water: 76 boat slips (Funnel Expansion Area only)
Public open space or visitor facility.

Principal Permitted Use by Parcel -

WOZ Parcel 7 - Residential III
- Water (Funnel Expansion Area)

WOZ Parcel 8 - Residential III
- Water

WOZ ~~WOZ~~ Parcel 9 - ~~Residential V Open Space~~ → Hotel
- Water

WOZ Parcel 111 - Residential III (on mole portion)
- Residential V (on non-mole western portion)
- Water

3. Marquesas DZ - - See Map 13
Parcels: 10, 12, 13, FF
Development Potential for Zone -
Residential Units: 320 dwelling units
Visitor-serving Commercial: 15,000 sq. feet of retail space
Public open space or visitor facility.
Land Use Conversion Option *if WOZ noted*
Water: 76 boat slips (Funnel Expansion Area only)
Principal Permitted Use by Parcel -

WOZ Parcel 10 - Residential V (on western non mole portion)
- Residential III (on mole portion)
- Water

WOZ Parcel 12 - Residential IV
- Water (Funnel Expansion Area)

WOZ Parcel 13 - Residential III
- Water

WOZ Parcel FF - Open Space

4. Panay DZ - - See Map 14
Parcels: 15, 18, 20, 21, 22, GR
Development Potential for Zone -
Residential Units: 250 dwelling units & 75 congregate care units
~~Hotel Rooms: 48 hotel rooms/or motel units~~ → delete
Visitor-serving Commercial: 10,000 sq. feet of retail space
Land Use Conversion Option *if WOZ noted*
Water: 76 boat slips (Funnel Expansion Area Only)
Public open space or visitor facility.

Principal Permitted Use by Parcel -

WOZ Parcel 15 - Residential IV
- Water

WOZ Parcel 18 - Residential III (on mole terminus)
- Residential IV (on mole road portion)
- Water (Funnel Expansion Area)

Exhibit 21d
P3

LUP Changes

6. Oxford DZ - - See Map 16
Parcels: 125, 128, 129, OT, P, Q, RR
Development Potential for Zone -
~~Residential Units: 165 dwelling units~~ → Delete
Public Facility: Fire Station expansion permitted
Land Use Conversion Option *if WOZ noted*
Public open space or visitor facility.
Principal Permitted Use by Parcel -
WOZ Parcel 125 - Residential V (on western portion)
WOZ - Hotel (on eastern portion)
- Water
Parcel 128 - Water
Parcel 129 - Public Facility: Fire Station
- Water
Parcel OT - ~~*Parking, Residential V*~~ → Parking
Parcel P - Open Space
Parcel Q - Open Space
Parcel RR - Open Space

7. Admiralty DZ - - See Map 17
Parcels: 40, 94, 130, 131, 132, 133, 134, SS
Development Potential for Zone -
Visitor serving Commercial: 275 restaurant seats
Hotel Rooms. 200 hotel rooms/or motel units
Office: 32,000 sq feet of office space
Public Facilities: Library expansion permitted
Land Use Conversion Option *if WOZ noted*
Principal Permitted Use by Parcel -
Parcel 40 - Public Facility: Library
Parcel 94 - *Parking, Office*
WOZ Parcel 130 - Visitor-serving Commercial
WOZ Parcel 131 - Visitor-serving Commercial
WOZ Parcel 132 - Marine Commercial
- Water
WOZ Parcel 133 - Visitor-serving Commercial
WOZ Parcel 134 - Office
Parcel SS - Open Space
Park Area lost in Admiralty park for road widening must be replaced on an acre per acre basis.

8. Bali DZ - - See Map 18
Parcels: 41, 42, 43, 44, 75, 76, 150, UR
Development Potential for Zone -
Visitor-serving Commercial: 75,000 sq. feet of retail space; ~~ferry terminal site & office~~; marine science center with 3,000 sq. feet of office; 500 restaurant seats
Hotel Rooms: 382 hotel rooms or motel units
Conference Center: 40,000 sq. feet of space
Land Use Conversion Option *if WOZ noted*
Water: 86 boat slips (Funnel Expansion Area only)
Principal Permitted Use by Parcel -
WOZ Parcel 41 - Marine Commercial
- Water

Exhibit 21d
P4

LIP Changes

~~75 Hotel Rooms/Motel Units~~ → 288 hotel/motel units
76 Boat Slips
Conversion potential

- Parcel 7
Categories: Residential III
Water
Waterfront Overlay

- Parcel 8
Categories: Residential III
Water
Waterfront Overlay

-Parcel 9
Categories: ~~Residential V - Open Space~~ → Hotel
Water
~~Waterfront Overlay~~

-Parcel 111
Categories: Residential III (mole portion)
Residential V (western portion)
Water
Waterfront Overlay

Required Public Improvements

- A continuous 20 28 foot-wide pedestrian promenade shall be provided and maintained along all bulkheads Seating and landscaping shall be provided along the bulkheads consistent with Section 22 46 1060 of this Specific Plan

Special Development Considerations

- On Parcel 7, building height is limited to height category 2 4, a maximum of 45 feet
- On Parcel 8 and the mole portion of Parcel 111, building height is limited according to ~~Section 22 46 1060 (E)~~, height category 2, ***a maximum of 45 feet.*** ~~a maximum of 75 feet~~
- On Parcel 9 ***building height is limited to 25 feet***
- ***On*** ~~and~~ the western portion of Parcel 111, building height is limited according to Section 22 46 1060 (E), ***height category 3, a range of 45-75 feet.*** ~~height category 4 140-225 feet~~

3 Marquesas Development Zone (Exhibit 7)
Parcels 10, 12, 13, FF
Development Allocation: 320 Dwelling Units
15 KSF Retail
76 Boat Slips
Conversion Potential

- Parcel 10
Categories Residential V (western portion)
Residential III (mole portion)
Water
Waterfront Overlay

- Parcel 12
Categories: Residential IV
Water
Waterfront Overlay

- Parcel 13
Categories. Residential III
Water

Exhibit 21d
P5

LIP Changes

Waterfront Overlay

- Parcel FF
Category: Open Space

Required Public Improvements

- A continuous 20 28-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads Seating and landscaping shall be provided along the bulkheads consistent with Section 22 46 1060 of this Specific Plan

Special Development Considerations

- ***On Parcel FF, building height is limited to height category 1, a maximum of 25 feet***
- On the mole terminus portion of Parcel 12 and on Parcel FF, building height is limited to height category 2 - 1, a maximum of 45 feet
- On the mole portion of Parcel 10, the western portion of Parcel 12 along the mole road and Parcel 13, building height is limited ~~according to Section 22 46 1060 (E)~~, height category 2 ***a maximum of 45 feet.***
- On the non-mole portion of Parcel 10, building height is limited according to Section 22 46 1060 (E), height category 4; 3. ***45 feet to a maximum of 75 feet except that heights shall not exceed 45 feet within 30 feet of the water or within 30 feet of Via Marina or Marquesas Way. Heights may be allowed to exceed 45 feet only if, as a portion of the required view corridor a public viewing and access area no less than 80 feet wide is reserved and improved along the entire length of easterly parcel boundary extending from Via Marina to the bulkhead adjacent to parcel 9.***
- On Parcel FF, development of uses other than public parking shall be conditioned to provide replacement public parking on-site or elsewhere in the Marina on a one-to-one basis such that there is no net reduction in public parking spaces

4

Panay Development Zone (Exhibit 8)
Parcels 15, 18, 20, 21, 22, GR
Development Allocation: 250 Dwelling Units
75 Congregate Care Units
~~48 Hotel Rooms/Motel Units~~ - delete
10 KSF Retail
76 Boat Slips
Conversion Potential

- Parcel 15
Categories: Residential IV
Water
Waterfront Overlay

- Parcel 18
Categories: Residential III (mole terminus)
Residential IV (south side of mole road)
Water
Waterfront Overlay

Exhibit 21d
p 6

LIP Changes

Required Public Improvements

- A continuous 20 *28*-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads Seating and landscaping shall be provided along the bulkheads consistent with Section 22 46 1060 of this Specific Plan On Parcel 30, any expansion less than or equal to 10% of the existing floor area shall require the construction of a public pedestrian promenade consistent with the 20-foot wide standard, along 50 percent of the length of the bulkhead, any expansion greater than 10% of the existing floor area shall require the construction of a public pedestrian promenade, consistent with the 20-foot wide standard, along 100 percent of the length of the bulkhead

Special Development Considerations:

- On Parcels 27, 28, 30, 33, 91, H, IR, JS and N, building height is limited to height category ~~1~~ *2* a maximum of 45 feet
- ***On Parcel 97 building height with visitor serving convenience commercial is 45 feet maximum, with the Mixed Use zone option, building height is 140 feet maximum.***
- On Parcels 97 and 140, building height is limited to height category ~~3~~ *5*, a maximum of 140 feet
- On Parcels 141 and 145, building height is limited to height category ~~5~~ *6*, a maximum of 225 feet
- New development shall preserve water views and avoid walling in the public beach Redevelopment of the public beach parcels shall provide new views to the water from Admiralty Way and Via Marina
- Parcels 97 and 140 may be developed together as a design unit ***In lieu of view corridors, any development on these parcels 97 and 140 that exceeds 45 feet in height shall provide articulation, landscaping and design details that 1) provide a gateway to the Marina, 2) step back heights adjacent to Washington Street to provide a softened edge next to Venice, and 3) provide street level commercial development adjacent to Washington Street.***
- Development shall provide significant landscaping at ground level, particularly at the intersections of Admiralty Way with Palawan Way and Via Marina, to provide a park-like entry character to this high-intensity public use area
- In no event shall the total area devoted to boat storage including mast-up storage and dry-stack storage be decreased within the Palawan/Beach Development Zone

6 Oxford Development Zone (Exhibit 10)
Parcels 125, 128, 129, OT, P, Q, RR
Development Allocation: ~~165 Dwelling Units~~
Fire Station Expansion
Conversion Potential

- delete

- Parcel 125
Categories: Residential V (western portion)
Hotel (eastern portion)
Water
Waterfront Overlay

Exhibit 21d
p 7

LIP Changes

- Parcel 128
Category: Water

- Parcel 129
Categories: Public Facility
Water

- Parcel OT
Category: ~~Residential V Parking, Open Space~~ → Parking

- Parcel P
Category: Open Space

- Parcel Q
Category: Open Space

- Parcel RR
Category: Open Space

Required Public Improvements

- A continuous ~~28~~ 20-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads Seating and landscaping shall be provided along the bulkheads consistent with Section 22 46 1060 of this Specific Plan
- The regional bicycle trail shall be retained or reconstructed as part of any redevelopment affecting these parcels

Special Development Considerations

- No structure over 40 feet in height shall be constructed on Parcels 129, P, Q, RR or on the easternmost 300 feet of Parcel 125.
- On Parcels OT and the western portion of Parcel 125, building height is limited to height category ~~6~~ 5, a maximum of 225 feet.
- On Parcel OT, development of uses other than public parking shall be conditioned to provide replacement public parking on-site or elsewhere in the Marina on a one-to-one basis such that there is no net reduction in public parking spaces ***An area on the easterly property line of parcel OT shall be reserved for future construction of a connector from Admiralty way to Washington Street, if necessary.***

7. Admiralty Development Zone (Exhibit 11)
Parcels 40, 94, 130, 131, 132, 133, 134, SS
Development Allocation: 200 Hotel Rooms
275 Restaurant Seats
32 KSF Office
3 KSF Library Expansion
Conversion Potential

- Parcel 40
Category: Public Facility

- Parcel 94
Category: Office ***Parking***

- Parcel 130

Exhibit 21d
p8

EXHIBIT NO. 22

Application Number 1-94

Letter from James Hartl Re: LCP Amendment

1 of 4

California Coastal Commission

Los Angeles County
Department of Regional Planning

Director of Planning James E. Hartl, AICP

February 14, 1995

Peter Douglas
Executive Director
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, California 94105-2219

Dear Mr. Douglas:

SUBJECT: AMENDMENT TO MARINA DEL REY LCP

As you are aware, Los Angeles County has filed a comprehensive amendment to the Marina del Rey LCP with the Coastal Commission for certification. The County has spent five years in preparing and processing this amendment. The Marina, and its future development, is of critical concern to the Los Angeles County Board of Supervisors; they consider a successful conclusion to this process a top priority. The existing Marina is an aging facility. Many of the structures are in need of substantial renovation and rebuilding. Until substantial redevelopment of many of the leasehold parcels is authorized, the future of the Marina can only be deemed as bleak. Neither the County nor the citizens it serves can benefit from a continuation of the current moratorium on development in the Marina.

Throughout this process, we have kept your staff in the Long Beach office informed of our progress. Since we filed the amendment in early December 1994, my staff has been working diligently with your Long Beach staff to resolve their concerns. We believe that most of their issues are capable of mutually satisfactory resolution. While the staff level is the appropriate place to resolve most issues, there are a number of important concerns that we felt we should bring directly to your attention.

Area A

We have been led to believe that there may be insurmountable issues facing the Commission staff with respect to recommending re-certification of a small boat harbor as part of Playa Vista Area A development. County staff has worked for several years with Maguire Thomas Partners, owners of Area A, in the preparation of their development plans, including a new boat basin. We are very supportive of the proposed plans for Area A, and believe that a new marina will enhance and complement the existing Marina del Rey. Thus, we are supportive of certifying the amendment as proposed, and believe, that the Commission would be on solid legal ground to

re-certify the marina proposal that was certified in 1984 and again in 1986.

We understand that the key issue concerning Area A may be a question of whether an adequate analysis of alternatives for the new boat basin has been provided to allow the Commission to act upon the Area A overall plan. It has long been our position that the appropriate occasion for examining alternatives in depth is during review of the site-specific case that Maguire Thomas Partners must process for its coastal development permits.

Nevertheless, if the Commission staff concludes that they cannot recommend favorable findings for Area A, then we would suggest that the Commission staff consider segmentation of the LCP area as occurred during the approval of the LIP for the Marina in 1990. Specifically, that would mean that the Commission would certify the amendment for the existing Marina, but would defer action on the Area A portion of the amendment proposal. In the event that this occurs, we are concerned that the staff might recommend that conditions be imposed on development within the existing Marina which are dependent on future development of Area A. We think it would be unfair to again constrain Marina development by attaching conditions to it's development when the County has no control over when actual development may occur in Area A.

Marina Bypass

At the insistence of the City of Los Angeles, the County has agreed to remove the proposed Marina Bypass highway from the LCP. The roadway, if built, would have negatively impacted residential areas in the city. Because future development under the current LCP in the Marina is directly tied to construction of the Bypass, the City has, in effect, imposed a building moratorium on the Marina. The proposed amendment proposes alternative roadway improvements to accommodate new development which are not linked to the City. While the City was delighted at the removal of the Bypass, they subsequently testified to the need for new roadway connections between the Marina Freeway in the City and Admiralty Way within the Marina that would once again allow the City to restrain new development pending such roadway improvements. It is our position that the Coastal Commission should not impose any conditions upon development in the Marina that the County is not capable of satisfying without City concurrent consent. We certainly want to work cooperatively with the City, but not at the expense of letting the City have veto power over Marina development.

Height Issues

The draft LCP amendment proposes some significant changes to height

EXHIBIT NO. 22
Application Number
3 of 4
California Coastal Commission

standards, primarily affecting parcels located between a roadway and the waterfront. These parcels are found along the Marina mole roads and adjacent to Via Marina and Admiralty Way, the two principle highways in the Marina.

Much of the current development along the waterfront is of low-rise structures, monotonous in design, and offering little opportunity to view the harbor from the roadway. The draft LCP amendment proposes to open up these areas during redevelopment by permitting, but not mandating, that new structures may be taller in height in exchange for providing view corridors of the harbor, and providing greater public access to the waterfront. Thus, taller buildings are an option open to lessees only if they meet prescribed conditions; it is not an entitlement.

Taller building require careful consideration of design, fire safety concerns, emergency access, and wind impacts on sailing in the harbor. All of these concerns are addressed by the draft amendment which imposes stringent requirements for high-rise structures. The Board of Supervisors believes the flexibility to allow variation in design and height of new buildings is an important component of redevelopment of the Marina. We are hopeful that your staff will give our point of view a fair appraisal.

Open Space/Recreation Options

The County is sensitive to the need for increased open space/recreation areas for the general public. The draft amendment proposed increased residential development, primarily on the west side of the Marina and in Area A. To off-set a denser residential pattern, the draft plan proposes creation of new parks on Parcels FF and P on the westside of the Marina, and a series of smaller parks throughout Area A. In addition, the draft LCP requires on-site recreational facilities, and further requires developers of residential units to contribute toward construction and development of additional park space. The draft plan, moreover, provides ample incentives to encourage more visitor-serving uses throughout the Marina.

During public hearings on the draft LCP, five public parcels were discussed as possible open space sites: Parcels FF, OT, P, UR and 9U. The Regional Planning Commission concluded that Parcels FF and P offered the best sites for development of additional park space for public use. Parcel OT does not have water frontage, and thus was not considered as a priority site for a park. Currently, Parcel UR frequently serves as the locale for special events in the Marina. The parcel already accommodates a portion of the regional bike path. Parcel 9U has long been reserved as a possible hotel site, and the Department of Beaches and Harbors is still pursuing

EXHIBIT NO. 22
Application Number
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California Coastal Commission

development projects suitable for this site. The County does not consider this site available for park development of any kind. Furthermore, we do not believe that our proposed "coastal access fee", which is intended to apply to residential developers, should be extended to new hotel projects, as has been suggested by your Long Beach staff. Such a fee will only discourage hotel projects.

We encourage the Coastal staff to consider the County's open space proposals as adequate for mitigating new residential development.

We look forward to a continuing productive working relationship with your staff, and a successful conclusion to this amendment process. Please to not hesitate to call me at 213 974-6401. Our offices are open Monday through Thursday from 7:30 am to 6:00 pm. The offices are closed on Friday. Thank you for you consideration of our concerns.

Respectfully yours,

James E. Hartl, AICP
Director of Planning

JEH:GTM:mg

RUTH GALANTER
COUNCILWOMAN
SIXTH DISTRICT

City Council
of the
City of Los Angeles
City Hall
90012

EXHIBIT NO. 23

Application Number 1-94

Letter from Councilwoman Ruth Galanter Re: LCP Amendment and Traffic Mitigations

1 of 2

California Coastal Commission

February 16, 1995

California Coastal Commission
345 W. Broadway, Suite 380
Long Beach, CA 90802

MARINA DEL REY LOCAL COASTAL PROGRAM (LCP) AND TRAFFIC MITIGATIONS

Dear Commission Members:

The Coastal Commission will consider amendments to the Marina Del Rey LCP in late March or April 1995. The amendments will include the removal of the controversial "Marina Bypass" which I wholeheartedly support. The impacts to the adjacent Oxford Triangle Community to the north would have been unacceptable.

At the same time, the County Plan contains no reasonable alternative to the Marina Bypass. The Land Use Plan deletes the Bypass and says all development impacts can be mitigated without an alternative. The local Implementation Plan proposes a trip fee to fund only miscellaneous, minor, "Category 1" improvements to mitigate traffic impacts.

Since 1991, the City of Los Angeles has been working with County staff in an attempt to resolve this issue (see attachments). In 1994 your Coastal Commission staff asked the County to get together with the City of Los Angeles, Caltrans, other nearby cities, and other concerned agencies to resolve these traffic impacts and regional transportation issues. Many alternatives were examined by staff and eliminated based on apparent benefit/cost analysis. To date, there is no agreement on a Marina Bypass alternative other than to agree an alternative is needed.

CHAIRWOMAN, COMMERCE, ENERGY & NATURAL RESOURCES COMMITTEE
VICE CHAIRWOMAN, ENVIRONMENTAL QUALITY & WASTE MANAGEMENT COMMITTEE
MEMBER, BUDGET & FINANCE COMMITTEE

The Los Angeles Department of Transportation (LADOT) feels an important traffic mitigation element would be a new, direct fully grade-separated connection to Admiralty Way from the Marina Expressway. While many meetings on this concept have been held with the County this past year, no mention of it has been made in the LCP/LUP/LIP documents. This important traffic mitigation element needs to be included as a "Category 1" improvement with appropriate fair-share financing from the proposed trip fees. The Los Angeles Department of Transportation has studied the matter and offers some proposals but admits such proposals need further work (attached letter dated February 10, 1995).

Because the Marina will become even more of a regional attraction as second generation development proceeds, it is especially important to recognize and address potential traffic problems now. The northern edge of the Marina consists primarily of residences served by older narrow streets. I join the residents in urging that Marina traffic be directed in and out primarily through a main entrance at the junction of Route 90 and Admiralty. It is with that focus in mind that I have for so many years urged creation of a true Marina Access by joining the Freeway directly to Admiralty Way.

Your commission is being asked to approve an LCP which does not adequately mitigate its development traffic impacts. The document needs to go back to the Los Angeles County Planning Commission for appropriate changes to provide adequate mitigation, funding, phasing, and guarantees. It would be inappropriate for your Commission to act on the LCP without provision for adequate transportation improvements.

Thank you for considering my views on this matter.

Sincerely,

Ruth Galanter

RUTH GALANTER
Councilwoman, Sixth District

RG:cm
attachments

EXHIBIT NO. 23.
Application Number

2 of 2
California Coastal Commission

MINUTES OF THE BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

Joanne Sturges, Executive Officer
Clerk of the Board of Supervisors
383 Kenneth Hahn Hall of Administration
Los Angeles, California 90012

Director of Beaches and Harbors
Director of Planning

At its meeting held November 3, 1994, the Board took the following action:

10

At the time and place regularly set, notice having been duly given, the following item was called up:

Hearing on proposed amendment relating to the Marina del Rey Local Coastal Program (LCP), which consists of modifications to the Land Use Plan (LUP), Local Implementation Program (LIP), County Highway Plan and a zone change [Local Plan Amendment Case No. 91-273-(4) and Zoning Case No. 91-339-(4)].

Stan Wisniewski, Director of Beaches and Harbors, George Malone, representing the Department of Regional Planning and Barry Kurtz, representing the Department of Public Works, were duly sworn and testified. Opportunity was given for opponents and proponents to address the Board. Interested persons addressed the Board. Written correspondence was presented.

Supervisor Dana made the following statement:

"Today we have received, heard and considered substantial testimony on the Marina del Rey Local Coastal Program amendment. All of the comments and testimony are greatly appreciated.

(Continued on Page 2)

EXHIBIT NO. 24
Application Number 1-9
1 of 7
California Coastal Commiss

"The County has been working on this amendment for the past several years. County Departments have spent countless hours reviewing and discussing a wide variety of development options and implications for the Marina. The County recently spearheaded formation of a committee of local government planning and transportation officials to discuss important transportation issues in the Marina/Venice area.

"Public participation in the planning process has been encouraged. A number of public information meetings, in addition to the public hearings before the Regional Planning Commission and this Board, have provided many opportunities for public involvement and input.

"The amendment package submitted to the Board was greatly improved by the thoughtful, hard work this past summer of the Regional Planning Commission. I wish to commend the Commission for their diligent work in resolving a number of difficult issues raised in their public hearing process.

"The Board has carefully reviewed the amendment. I believe the amendment is in the best interest of the residents, businesses and visitors of Marina del Rey, as well as Los Angeles County in general. The amendment will spur redevelopment and rejuvenation of Marina del Rey."

Therefore, Supervisor Dana made a motion that the Board close the hearing and, based upon the testimony received and considered, approve the Local Coastal Program amendment for Marina del Rey, subject to the following modifications:

1) Change the land use designation of the following parcels: Parcel 12 from Residential 3 to Residential 4, and Parcel 15 from combination of Residential 3 and 5 to Residential 4;

(Continued on Page 3)

EXHIBIT NO. 24
Application Number 1-
2 of
California Coastal Commis

Syn. 10 (Continued)

2) Change the height category of the following parcels: the non-mole portion of Parcel 10 from Category 3 to 4; the non-mole portion of Parcel 15 from Category 4 to 2; the non-mole portion of Parcel 44 from Category 3 to 2; Parcel 61 from Category 2 to 1; the western panhandle portion of Parcel 132 from Category 3 to 1 (40 foot maximum); Parcel GR from no designation to category 1; and Parcel UR from Category 3 to 2. In Area A, change the following parcels: Parcels A-F, A-G, A-H, A-I and A-J from Category 5 to 3;

3) The LIP incorrectly changed the maximum height for Residential IV land use category from 140 to 225 feet. It should be corrected to show a maximum height of only 140 feet.

4) Add a new policy to the LUP and ordinance provisions of the LIP to clarify that in the event that Parcel OT, UR and FF are developed with uses other than parking, that the existing public parking spaces shall be replaced on a one-to-one basis, either by constructing public parking structures on Parcel OT, UR and FF, or by providing additional public parking elsewhere in the Marina;

5) Add a Section 7 to the proposed Coastal Improvement Fund and Fee Ordinance and a subsection E to Section 22.46.1800 of the County Code to read substantially as follows:

> Fee payments made at the rates established herein shall be subject to partial reimbursement, on a pro rata basis, in the event that ultimate park improvement costs fall below those presently calculated;

6) Modify the LIP to expand the allowable uses under the "Visitor Serving/Convenience Commercial" land use category to permit "theaters and other auditoriums" subject to the grant of a conditional use permit; and

(Continued on Page 4)

EXHIBIT NO. 24
Application Number 1-9
3 of 7
California Coastal Commissi

7) Make other technical corrections to:

a) Modify policy 5, Chapter 2 of the LUP, to clarify that the Coastal Improvement Fund is intended to primarily fund local park improvements, and that office development is exempt from this requirement;

b) Amend the Severability Clause to clarify the status of the LCP during litigation by adding this statement:

"Moreover, during any period of time that a portion of the LCP is subject to ongoing litigation, that portion of the LCP not subject to the lawsuit shall remain in full force and effect, and County's ability to issue valid permits shall not therefore be curtailed";

c) Correct the LIP on page 113 and the draft ordinance establishing the Coastal Improvement Fund, to correctly designate Parcel FF as the future park site, not Parcel 9U;

d) Correct Section 22.46.1800 of the LCP to be consistent with the LUP by noting that the land use plan for Area A proposes 13.9 acres of open space not 3.9 acres, and that new pedestrian promenades can be used to fulfill open space requirements;

e) Clarify a provision of the Transportation Improvement Program, Appendix G of the LIP, that when a developer pursues an independent agreement and provides mitigation improvements in excess of their requirements, the County shall ensure that they are reimbursed by subsequent developers through conditions imposed on such subsequent contracts; and

(Continued on Page 5)

EXHIBIT NO. 24
Application Number 1-
4 of
California Coastal Commis

f) Modify policy 7, Chapter 12 of the LUP, to be consistent with the LIP by deleting the last sentence relating to funding of a new fire station.

In addition, the Board approved in concept only, the Joint Powers Agreement, located in Appendix J of the Local Implementation Program (LIP), with the understanding that this agreement will be brought back at an appropriate time in the future for final Board consideration.

Further, the Board adopted the attached resolution authorizing the Director of Planning to transmit the Marina del Rey Local Coastal Program amendment to the California Coastal Commission for public hearing and certification.

Supervisor Antonovich made the following statement:

> "In reviewing the testimony and the amendment material on the Marina del Rey LCP, I became concerned about the fact that there are no provisions for low cost visitor overnight accommodations. There may be sound reasons for not including such facilities in this plan. But I think it is important from the stand point of providing a broad range of visitor accommodations to explore the possibility of providing such services."

Therefore, Supervisor Antonovich offered an amendment to Supervisor Dana's motion that the Director of Beaches and Harbors be instructed to prepare a study, and report back to the Board in 30 days, on whether or not such uses as camp grounds, RV parks, and youth hostels can be accommodated in Marina del Rey. The study should explore whether these type of uses could be established on an interim basis on some of the under-utilized parking lots proposed for conversion to other uses in the draft amendments to the Marina del Rey Local Coastal Program. Supervisor Dana accepted Supervisor Antonovich's amendment.

(Continued on Page 6)

EXHIBIT NO. 24
Application Number 1-
5
California Coastal Commis

Syn. 10 (Continued)

On motion of Supervisor Dana, seconded by Supervisor Antonovich, unanimously carried (Supervisors Molina and Edelman being absent), Supervisor Dana's motion, as amended, was adopted.

21103-1.com

Attachment

Copies distributed:
Each Supervisor
Chief Administrative Officer
County Counsel
Director of Internal Services
Director of Public Works

EXHIBIT NO. 24
Application Number 1-
6
California Coastal Commiss

3. That the Board of Supervisors instruct the Department of Regional Planning to transmit the Marina del Rey LCP amendment to the California Coastal Commission.

The foregoing resolution was on the 3rd day of November, 1994 adopted by the Board of Supervisors of the County of Los Angeles and ex-officio the governing body of all other special assessment and taxing districts, agencies and authorities for which said Board so acts.

JOANNE STURGES, Executive Officer-Clerk of the Board of Supervisors of the County of Los Angeles

By _____
Deputy

APPROVED AS TO FORM

DE WITT W. CLINTON
County Counsel

By: _____
Charles J. Moore
Principal Deputy County Counsel

EXHIBIT NO. 24
Application Number 1-9

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California Coastal Commissi

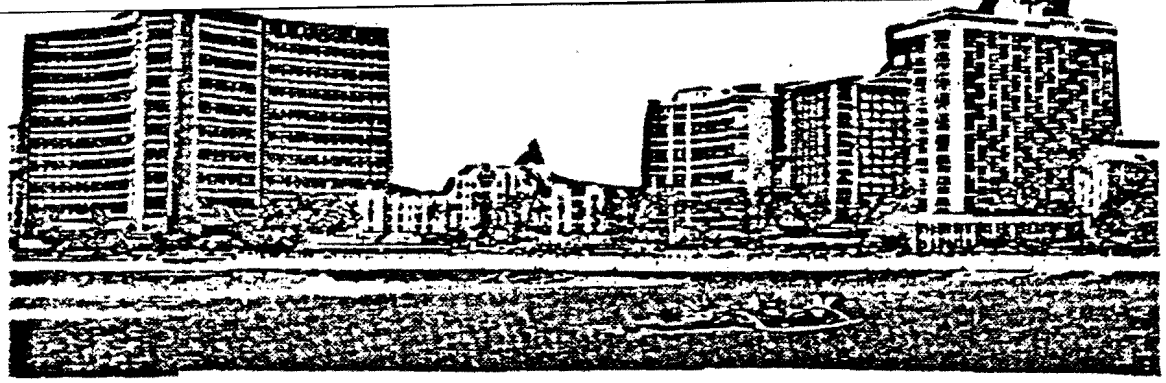


EXHIBIT NO. 25.
Application Number 1-9
Petition in Opposition of LCP Amendment
(Over one-thousand signatures collected)
California Coastal Commission

FRIENDS OF MARINA DEL REY (310) 577-2265)

1/95

PETITION

STOP

"WILSHIRE ON THE WATER"

WE HEREBY PETITION the California Coastal Commission to **restrict intense development** of Marina del Rey. The **increased density and high-rises** proposed in the Amendments to the Local Coastal Plan will significantly impact the quality and character of Marina del Rey as a Small Boat Harbor and public recreational resource. The proposed intense development is inconsistent with the voters original approval of revenue bonds for development of the Small Craft Harbor.

FURTHER WE PETITION for cumulative wind and shadow studies on all proposed projects that increase height and density on mole roads and throughout the marina, in order to insure that there will be **no negative wind tunnel and shade impacts on recreational boaters** and public access areas such as promenades and parks.

FURTHER WE PETITION for a determination of the cumulative traffic impacts and specific mitigation measures required for any **increased traffic** in Marina del Rey.

Print Name	Signature	Address
Robert Jaffe	[illegible]	241 Sherman Canal Venice Ca 90291
Barbara Refold	Barbara Refold	239 Sherman Canal, Venice
Stephen Button	[illegible]	4601 Admiralty Way, MDR CA 90292
Rick Ermshar	[illegible]	P.O. Box 10671 Marina del Rey, 90294
Don Averill	[illegible]	215 S. Melrose Ste E, Anaheim, CA 92805
~~Harvey~~ Delia Ross	Delia K	13900 Palawan Way MDR CA
Harvey Ross	[illegible]	13900 Palawan Way Marina del Rey CA 902
Don Burgess	[illegible]	P.O. Box 12653 MDR 90295
Vic Smith	[illegible]	24601 Avenue * Newhall CA 91321
Marilyn S Butler	[illegible]	13377 Maxella #1 MDR 90292

VENICE CANALS ASSOCIATION

RECEIVED
FEB 8 1995
CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

February 6, 1995

Ms. Pam Emerson
California Coastal Commission
South Coast District Regional Office
245 West Broadway, Suite 380
Long Beach, CA 90802-4416

Dear Ms. Emerson:

The Venice Canals Association opposes significant additional development in the western residential areas of Marina del Rey, and will be writing the commissioners accordingly. We are writing you at this time due to our alarm over the fact that the impact of additional development on traffic north of the marina has been largely ignored.

There can be little question that many, if not most of the residents of the western Marina travel north to work, shop, eat out, go to a movie, etc. Yet the only two streets practical for northbound traffic to use after leaving the western Marina are Ocean and Pacific, both of which are only one lane in each direction. As you are probably aware, both these streets suffer from overcrowding already, sometimes quite severe.

Even without the additional residential development, the Marina cannot help but get more traffic from Playa Vista. There are also two new interchanges planned for Culver Boulevard that will take traffic from the Marina Freeway and then west across Lincoln Boulevard to the Marina. The six-lane extension of Admiralty Way from Fiji Way to Culver will certainly funnel more people into the Marina than ever before. A significant percentage of this traffic will undoubtedly end up entering Venice at Via Marina.

Since you are studying this situation right now, we are hopeful that at the very least you will not permit additional development in the western Marina without a far more comprehensive traffic study to evaluate the impact on the coastal areas of Venice. It is our firm belief that not only will the community suffer from the additional traffic, but coastal access will be severely impeded and the general public will lose out in the end.

Sincerely,

Mark Galanty
President

EXHIBIT NO. 26
Application Number 3-94
Sample Opposition Letter Received
California Coastal Commission

POST OFFICE BOX 893
VENICE, CALIFORNIA
90294

RECEIVED

MAR 2 4 1995

CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

Chair
California Coastal Commission
245 W. Broadway
Long Beach, CA 90802

February 24, 1995

WE request the California Coastal Commission restrict intense development of Marina del Rey. The increased density and high-rises proposed in the Amendments to the Local Coastal Plan will significantly impact the quality and character of Marina del Rey as a Small Boat Harbor and public recreational resource. The proposed intense development is inconsistent with the voters original approval of revenue bonds for development of the Small Craft Harbor.

WE propose cumulative wind and shadow studies on all proposed projects that increase height and density on mole roads and throughout the marina, in order to insure that there will be no negative wind tunnel and shade impacts on recreational boaters and public access areas such as promenades and parks.

WE suggest further studies for a determination of the cumulative traffic impacts and specific mitigation measures required for any increased traffic in Marina del Rey.

Due to the problem of liquefaction, the Marina area is extremely vulnerable in a major earthquake and the resultant traffic jams could lead to a disaster.

Sincerely,

William A Walzman
Homeowner Name

115 Outrigger Court
Homeowner Address

Marina Del Rey CA 90292

EXHIBIT NO. 27
Application Number 1-94
Sample Opposition Letters Received
California Coastal Commission

FRIENDS OF MARINA DEL REY
310/577-2265

RECEIVED
APR 18 1995
CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

April 18, 1995

Chairman Carl Williams
California Coastal Commission
245 W. Broadway #380
Long Beach, CA 90802

Dear Commissioner Williams:

'County planners urge only 'water-oriented' uses on waterfront for future Marina development. No more waterfront apartments.' So announced the Argonaut headlines in July 1992. But today, Marina residents and many more in surrounding communities are wondering if, indeed, Century City is coming to Marina del Rey. If the Coastal Commission approves the radically revised Local Coastal Plan (LCP) at a public hearing in May, the change from a boating community to a high rise enclave resembling Century City could probably begin in less than a year.

The policy changes to the existing Marina LCP were approved in 1994 by the Los Angeles County Planning Commission and the Board of Supervisors. Provisions in the revised plan will serve as guidelines for Marina redevelopment and allow for building heights up to 225' on some waterfront parcels. Lessees on mole roads, such as Panay Way (water on three sides of the road), may seek entitlements to construct buildings as high as 140 ' maximum.

County owned (taxpayer) land is leased to developers under 60-year leases. Leaseholders are now pressing the County for 30-year extensions on their current leases. Original construction of Marina del Rey was financed by voter approved bonds solely for a

EXHIBIT NO. 28
Application Number 1-94
Letter from Friends of Marina del Rey
1 of 4
California Coastal Commission

public small craft harbor and recreational water activities. At the upcoming Coastal Commission hearing in Huntington Beach, the Commissioners will be looking at a proposed land use plan that will produce 20-story highrises and more hotels; potentially create monumental traffic congestion, and will be a decided disadvantage to boaters and public recreation.

The revised plan calls for the addition of more than 2500 residential units, 900 hotel rooms and 58,000 square feet of offices. Contrasted to this are the addition of only 383 boat slips and 3,000 square feet of marine commercial enterprises.

What is the rational basis for the proposed increases? The plan states that the 'significant reasons for change and expansion in the existing Marina' are "to encourage controlled change over the next 30 years, rather than facing the prospect of major simultaneous change when the bulk of the leases expire after 2020." And, according to the text, ' change' " will correct existing problems and mandate the replacement of physically obsolete structures."

What are the real problems in Marina del Rey? Lessee lack of building maintenance? Shoaling? Dredging ? Contaminated sediments? Crumbling Seawalls? Are highrises in exchange for view corridors on mole roads without sidewalks worth the problems they'll create?

Does increasing traffic that adds more contamination to the stormwater runoff directly into the Marina sound like a long-term solution to the problem of disposing of contaminated sediments?

The plan does not cite surveys or data that support the economic feasibility for more housing units or hotel rooms. Nor is there a financial analysis to show that these huge

density increases will return more revenue to the County than it will cost the County in inrrastructure and public services such as a new fire station for fighting fires in high rise buildings or coping with the need for additional sewage capacity.

The Friends of Marina del Rey,a community group opposing the new plan, recently gathered more than 1200 signatures on petitions stating opposition to the increased development. The Friends claim that the revised plan is in direct opposition to the policies of the Coastal Act which stipulates that any development be "visually compatible with the character of surrounding areas." When the economy turns around, Marina lessees will re-build and rehabilitate, and the jobs will follow, no matter if heights are limited.

The Friends of Marina del Rey are calling for an ecological public park constructed of recycled materials as an appropriate use of the vacant, County waterfront lot (Parcel 9U) at Via Marina and Tahiti Way. A 225' highrise is totally inappropriate in this low rise residential area.

Fortunately, the plan finally acknowledges concerns voiced by the Pioneer Skippers organization regarding potential wind tunnel impacts on sail boats from the added highrises. Wind tunnel testing and cumulative wind analysis that includes evaluation of wind impacts attributable to existing structures and potential future development projects will be required. However, these studies are not required to address the shade impacts of buildings on boat slips. According to one consultant an entity will cast a shadow five times its height when the sun is low in the southern sky.

Traffic circulation is a major issue between the County and City of Los Angeles which is still not solved and may not be settled by the time of the Commision hearing. And from the sounds of things may never be settled. According to one County staffer recently, "We're still

EXHIBIT NO. 28
Application Number 1-94
3 of 4

'Dukeing' it out with the City." Strong opposition from local residents and Councilwoman Ruth Galanter forced County planners to finally delete a proposed four lane Bypass that would have directed through traffic heading north/west away from the Marina onto Washington Blvd. The Bypass was intended to mitigate 1250 peak hour automobile trips which would result from the addition of 1500 units. The revised plan adds 2800 peak hour trips and 2620 new units.

In place of the four lane Bypass, the County now proposes to add one lane to Admiralty Way for north/west direction only (i.e., for travel from Lincoln to Via Marina). Still being negotiated is an access road linking the Marina Freeway with Admiralty Way.

The overriding goal for change in Marina del Rey should be to retain the atmosphere of a visitor attracting small boat harbor with public recreational and residential amentities without becoming a fortress of high rises on a sea of concrete or asphalt.

Sincerely,

Iylene Weiss

Iylene Weiss
Spokesperson for Friends of Marina del Rey

cc: Los Angeles County Supervisors: Molina, Antonovich, Burke, Dana, Yaraslovsky

EXHIBIT NO. 28
Application Number 1-94
4 of 4

MARINA
TENANTS
ASSOCIATION, INC.

PO Box 10174
Marina del Rey
CA 90295

310 827-9156

RECEIVED
APR 18 1995
CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

April 9, 1995

To: Los Angeles Councilwoman Ruth Galanter

cc: California Coastal Commission

Subject: Traffic, Venice Residents, and Marina del Rey Development

We share with your constituents a common concern: years of unmitigated traffic congestion imposed by profitable commercial development in Marina del Rey.

Since the Coastal Commission postponed hearings on Marina development until the traffic issues are resolved, we thought we would provide you with pages 59-61 of our information package which contain our questions on traffic .

• Issues of more concern than maximizing profits - We would like to expand on our views as they concern your Venice constituents and their current issues.

• Local residents of Venice shortchanged - ever since the County used part of the area, broke the coastal highway and forced coastal traffic inland through the neighborhood. After decades of unmitigated traffic impact they seem owed something more than further congestion and losing more land for the Marina.

• Return some of the Marina to local public use and reduce traffic - Revenue bonds are long paid off and original leases are maturing. The original developers have been enriched. Enough Ritzy hotels and Cheesecake Factories have been provided for the BMW crowd from Beverly Hills. Now could be the time to provide something for the Chevrolet crowd of Venice.

• Recreational facilities for the disadvantaged of Venice - The dilapidated apartments on Panay Way should be torn down, but not for more hi-rise housing for the rich and famous. Give the youths and families of Oakwood some breathing room to cool off outside their gang and drug infested neighborhoods. Give them a shuttle service to a park with youth programs - basketball, sailing, tennis and computers. Expand on Mothers' Beach volleyball, boating and picnic areas.

• Good neighbor program - demonstrate concern for local residents, balance past discrimination favoring the affluent and resulting in a rich peoples playground adjoining Venice, which got traffic and little else from it. With millions in profits, Marina can afford to share some of its largesse with the less fortunate and meet its civic responsibilities for adjoining areas.

• Coastal Access in the Marina for the less affluent - Public Land for Public Benefit, not developers'. New paradigms using leverage of unmitigated cumulative traffic impact. Payback for decades of impact without benefit.

Sincerely yours,
John Rizzo, President
John Rizzo
MARINA TENANTS ASSOCIATION

EXHIBIT NO. 29
Application Number 1-94
Letter from Marina Tenants Assoc., Inc.
1 of 4

Not being experts in traffic or coastal access, we can only question what we read in the Plan documents as substantial issues under Coastal Act Sections 30001.5 (c) basic goal of **"Maximize public access,"** and 30252: **"New development should maintain and enhance public access to the coast."**

Of particular concern over the years has been the impact of the Marina on traffic and coastal access outside the Marina, in the adjacent Venice beach area, particularly the heavily congested intersection of Lincoln and Washington Boulevards.

Since the Marina was built, and every development thereafter, this was to be mitigated by the Marina Bypass: a road connecting Lincoln and Washington along the old Pacific Electric right of way,. This is no longer available due to rejection by local City residents.

The Plan describes many expensive traffic improvements, but all are inside the Marina. The traffic problems outside the Marina, the ones to have been mitigated by the Marina Bypass, are now dismissed as somehow resolved.

Our key question is whether the demise of the need for the Marina Bypass is prematurely reported in the Plan and the problems caused outside the Marina are not addressed:

Is it true, as the proposed Land Use Plan (LUP) says, that:

"The DKS study has determined that the Marina Bypass improvement is not needed, and that an alternative migitation measure is available."

or is it true, as the DKS 1994 Traffic Study Addendum Final Report contradicts, that

a."The Marina Bypass is still an important potential mitigation measure that could significantly improve circulation in the region by reducing through traffic on Lincoln Boulevard, Washington Street and Admiralty Way."

b. The conclusion in the Study that traffic problems were "all successfully mitigated" refers only to intersections inside the Marina: "this study did not develop specific mitigation measures for those intersections which are entirely outside the Marina and outside County jurisdiction.""

c. The impact on intersections outside the Marina, including Lincoln-Washington, was determined to be significant enough to recommend paying a fee of $427 per new daily trip to the Los Angeles City's Coastal Corridor Transportation fund.

We never found the "alternative mitigation measure."

If the problems that required the Marina Bypass have not been resolved, as seems the case, then it seems necessary to revise the Plan to address mitigating traffic and maintaining coastal access outside the Marina. To provide a basis for this, the scope of the Traffic Study would seem to need to be expanded accordingly.

mdrfri-2.qw

EXHIBIT NO. 29
Application Number 1-94
2 of 4

Marina Tenants Association
Questions for Coastal Commission Regarding Traffic/Coastal Access
1994 Proposed Marina del Rey Local Coastal Program (LCP)

We asked this question because it is hard to believe, without more information, that the problems that made the Marina Bypass an unpopular necessity - taking away homes with eminent domain and spending $30 million - could disappear by making some street improvements in the Marina. It suggests there never was a need for the Bypass.

For nearly four decades the County consistently asserted that the Bypass was necessary. When they broke the coastal highway to build the Marina, forcing coastal traffic inland around the Marina, they promised the City in 1957 to provide an alternate route with a road along the Pacific Electric right of way between Lincoln and Washington.

However, the local City residents of Venice have just as consistently rejected the By-pass, although this has never impeded Marina development. As a result, local residents have put up with increasing traffic congestion, as has the beach-going public.

As a result, it is difficult to determine from the Plan documents whether there remains a significant unmitigated impact on public coastal access to the Venice beach area, contrary to Section 30252, which requires that such access be maintained or enhanced.

Additional Questions regarding related Sections of the Coastal Act::

1. Is Venice beach, a world-renowned area popular with foreign visitors, being treated as "special" in considering coastal access priorities, under Section 30253 (5)?

("Protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses")

2. Are the non-water dependent land uses within the proposal being treated with less priority than water-dependent land uses for coastal access under Section 30224?

("Increased recreational boating use of coastal waters shall be encouraged, by ... limiting non-water-dependent land uses that congest access corridors")

3. Is the inability of the County to provide the Marina Bypass being considered as not requiring Commission approval under Section 30516?

(Approval of a local coastal program shall not be withheld because of inability of the local government to financially support or implement any policy or policies ... however ... this shall not require the approval of a local coastal program allowing development not in conformity with the policies in Chapter 3.)

4. Are previously certified Marina developments, premised on implementing the Marina Bypass, being reviewed for corrective action under Section 30519.5 and incorporation into the new Plan, now that the Marina Bypass will not be built?

(Previously certified programs are to be reviewed to determine whether they are being effectively implemented and, if not, recommend corrective actions.)

mdrfri-2.qw

EXHIBIT NO. 29
Application Number 1-94
3 of 4

Comments re traffic situation

The public seems the loser in the current traffic game scenario. The County gets new development, local City residents get rid of the unpopular Bypass, but the public only gets more congested coastal access as traffic problems go unmitigated during this feud.

One might assume that without a Marina Bypass the County would have been forced to stop development, or that with continued development the City would have been forced to build the Bypass. Instead we have a standoff. Development continues, no Bypass is provided, congestion grows.

Now the Bypass is recognized as politically unfeasible, but no alternative is presented, and the underlying problems are denied. Which interests are to prevail: development, NIMBY (Not-In-My-Back-Yard) residents, or public access?

Going forward, County is beefing up its traffic handling ability in the Marina and seems willing to forego the economic benefits of a Bypass onto Admiralty Way. Local residents seem willing to put up with the extra traffic congestion from denying the Bypass one more time. But does the public need to forego its coastal access without gaining anything? Is this fair? Are there other options?

The Coastal Commission represents the public for coastal access, but has to balance the priorities of County economic development with local resident concerns while providing assurances that public coastal access is "maintained or enhanced" under Section 30252.

To help balance priorities, the proposed Century-City-by-the-sea development could be re-thought. Do non-water or non-coastal dependent land uses have to have priority over coastal access, particularly for special areas like Venice with water recreation and tourist attractions or Marina boating? The Coastal Act seems to support this approach.

Non-water-dependent and coastal-dependent offices, convention hotels and retail stores could be built outside the coastal zone. If original leasehold developments are dilapidated by now and need millions to refurbish, such as the Dolphin Marina Apartments on Panay Way, they could be torn down and replaced by parks. The rejuvenation could be for the public.

With the revenue bonds paid off and leases maturing, it could be timely to return some of the Marina to public use and reduce generated traffic. After all, it is public land, not private development.

The impasse of traffic and coastal impact could be used to trigger re-engineering of the Marina as a public coastal asset.

mdrfri-2.qw

EXHIBIT NO. 29
Application Number 1-94
4 of 4

MARINA
TENANTS
ASSOCIATION, INC.
P. O. Box 10174
Marina del Rey,
CA 90295
310 827-9156

EXHIBIT NO. 30
LACO 94-1 MDR LCPA
Letter of May 4, 1995 from the Marina Tenants Association
California Coastal Commission

RECEIVED
MAY 8 1995
CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

May 4, 1995

To: California Coastal Commission

Regarding: Amended Local Coastal Plan for Marina del Rey - To Be Heard on 5-10-95

If the legislature wanted public coastal land to be For Profit they would enact legislation to do so. If the people of the state of California wanted to do so they would not have enacted the Coastal Act.

If the Los Angeles County Board of Supervisors and in particular Supervisor Dean Dana wanted to use public land for generating revenues for the County General Fund. He would go to the state and the public and have laws changed or enacted so that there would be a legal way to use public lands for profit.

Why haven't they done this in the case of Marina del Rey, which is Public Land that is covered by both State Laws on the use of public land passed by the legislature and the Coastal Act passed by the people and voters of Los Angeles County who approved the Public Marina.

Because they don't really want to use Public Land to maximize profits to the County but to use Public Land to maximize profit to his campaign donors illegally at the expense of the County and the users of this Public Land.

He does this so that his campaign donors will maximize their campaign contributions.

This has been well documented in our award winning and prestigious newspaper, the Los Angeles Times. In those articles and in other documents are in the 68-page booklet sent to you.

The Coastal Commission staff has to be commended for their modifications to the Amended Local Coastal Plan for Marina del Rey. But when you try to repair the damage done by 15+ years of ongoing corruption and racketeering on Public Land in Marina del Rey there is only so much repairing one can do. The Plan still does not address issues of critical importance, such as any development should be consistent with the vote of the people of Los Angeles County and State Laws which pertain to the Public Land. The voters of Los Angeles County voted for a small boat recreational harbor and development should be consistent with the vote of the people. State Law requires price controls on Public Land so that all the public may use them. Any development should be consistent with State Laws. The Marina Master Lease was written to conform to State Laws and has provisions for price controls and for the County to obtain market value rental rates for the land. Both of these provisions have not been enforced and the County and Users are being defrauded out of well over $100 million a year. This money goes to a handful of lessees who are only entitled to a fair return on their investment according to their contract with the County. This violation of laws and public intent has shut out a large segment of the public from this public marina.

We were told that the Marina needed to be a high density real estate development and not a recreational marina to pay off the bonds. That was a lie. The bonds were paid off many years in advance of their due date. Now we are told that the County needs to generate money for the General Fund. So that we must now have a megadense real estate development, not a recreational marina. This is also a lie and illegal, since the County does not collect tens of millions it is now entitled to in the Marina. (See Times article in booklet).

Another illegal act is that State Laws and the Marina Lease calls for a balance between public use and revenue generation. The New Plan will make a megadense real estate development more dense than probably any other area in the Coastal Zone of California. This will primarily benefit a handful of mega-rich men at the expense of the County, the City, the beach-going public, and the Users of Marina del Rey. Because of the way the Marina is being managed by the County, the type of development and the traffic generated.

The staff has done their best but this plan is like a person dying from cancer, in an operation is needed, if the Marina is to get well. The Attorney General and the F.B.I must prosecute those responsible for disregarding the Governor, State Legislators, the law and the Public. I am asking the Coastal Commission to turn down Los Angeles County Amended Local Coastal Plan for Marina del Rey and recommend that the Attorney General and F.B.I. take action.

Exhibit 30
p 2

To let this Plan or a modified version of this Plan go forward, the Commission is sending a signal that if you are a County Supervisor or mega-rich, you are above the law in that Coastal Public Land can be bought, sold, and used illegally by the rich and for the rich.

Sincerely,

John Rizzo, President Marina Tenants Association

CC:
Coastal Commission staff
All interested parties

Exhibit 30
p 3

WILLIAM FIRSCHEIN, AIA

RECEIVED
MAY 3 X 1995
CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

May 1,1995
TESTIMONY ON COUNTY OF LA LCP AMENDMENT 1-94
Attn: Al Padilla, Coastal Commission

Citizens who go to great trouble and cost to attend these hearings should understand that this is a show,and they are really not welcomed or wanted here. Testimony by outside experts is a threat to the pre-conceived decision making process.

The Commission is a screen that conceals decision making by an elite of powerful interests. The commission members have no constituency they have to touch base with; no elections to contend with.

While the discourse goes on, ostensibly in public, the talk is disconnected from the formal politics of parties,and if covered by the usually cooperating press,information is drastically controlled and restricted. The high art of governing-making laws for the nation and upholding them-has been reduced to a busy commerce in deal making. The issues are complex,yet citizens are allowed only a couple of minutes for exposition so that the attending public cannot possibly be informed. The hearings are held far from Marina del Rey,and during normal working hours in order to discourage public participation. There is no accountability except for a thin line of commission staff people who are knowledgeable,dedicated,and often pushed aside. The commission,which was created to increase democratic participation,is today a method for avoidance of public participation.

However,there is a note of delicious irony. Marina del Rey represents an elite enclave of 100,000 within an area that suffers from urban decay. Self indulgent and selfish,bewitched by the mantra of growtn they may happily self destruct. Having come to the end of resources, we will witness the cannibalism. Overcrowding,insufferable pollution,illness,loss of quality of life will finally reach within the enclave. The elite cannot insulate themselves from the plague that they,themselves,have caused.

EXHIBIT NO. 31

LACO 94-1 MDR LCPA
Letter from William Firschein, AIA regarding the process

cc Sen. Tom Hayden

BUILT ENVIRONMENTS ASSOCIATES
ARCHITECTS • PLANNERS • PRESERVATION TECHNOLOGY
41 Westminster Ave., Venice, CA 90291 Tel/Fax (310) 392-1402

VENICE
NORTH BEACH NEIGHBORHOOD ASSOCIATION

P.O. Box 10818, Marina Del Rey, California 90292 • 310-392-[illegible]

RECEIVED
MAY 3 X 1995
CALIFORNIA
COASTAL COMMISSI
SOUTH COAST DISTR

April 27, 1995

Councilwoman Ruth Galanter , Betty Fisher, Niki Tennant
Sixth Council District
Westside Field Office
7166 W. Manchester
Los Angeles, CA 90045

Via Fax: 213-237-[illegible]
To Follow in Mail

Re: Impact of Proposed Marina Freeway Extension

Dear Councilmember Galanter, Ms. Fisher and Ms. Tennant:

I am writing this letter representing the Venice North Beach Neighborhood Association. Our group covers the area North of Rose Avenue, between Lincoln Blvd. and the Beach. The majority of the residents in the North Beach area question your support of the proposal to extend the Marina Freeway (Route 90) onto Admiralty in Marina Del Rey. In our view, this will cause a serious increase in westbound traffic, overpowering the Admiralty/Via Marina intersection and Washington Blvd. and increase traffic on neighborhood streets.

Even the proposed widening of Admiralty and multi-lane" manifolding" bypass, one block east of Via Marina, will do little to modulate traffic on the west end of Washington Blvd. where a large portion of this mass of autos will end up.

To be realistic, residents of Venice, Santa Monica the Palisades and Malibu will attempt to use this "shortcut" home and clog the Ocean Ave/Venice Way route to the beach, as well as produce weekend/rush hour like congestion on Pacific, north of Washington, all day long. As this becomes increasingly crowded, drivers will take to residential streets and will ultimately use Dell Ave. and Main St. to bypass the traffic on Pacific. Not a pretty picture.

An additional point to keep in mind is that another planned Category 3 improvement is the extension of Admiralty Way as a six-lane highway from Fiji Way , south to a realigned Culver Blvd, which will provide an improved connection to the Marina Freeway for Marina residents without encouraging other coastal commuters to bypass Lincoln in favor of the streets of Venice.

We're not against reasonable development, but the Route 90/Admiralty bypass appears to replace one problem area with another and threatens the quiet and safety of residential streets. Thanks for your consideration of our views on this proposed project.

Sincerely,

Richard H. Feibusch

cc California Coastal Commission
Phil Raider, Oakwood Property Owners Association
Stephen Rothschild, 29th Avenue Area Neighborhood Watch
Mark Ryavec
Howard Wiener, Venice Canals Association
Jim Williams, Penmar Neighborhood Association

EXHIBIT NO. 32

LACO 94-1 MDR LCPA

Letter from Venice North Beach Neighborhood Association in opposition to Route 90/Admiralty Bypas

RUDOLPH AXFORD
Post Office Box 5122
Ocean Park, CA 90409
(310) 392-2233

April 29, 1995

RECEIVED
MAY 3 X 1995
CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

Councilwoman Ruth Galanter, Betty Fisher
SIXTH COUNCIL DISTRICT
Westside Field Office
7166 W. Manchester
Los Angeles, CA 90045

Re: Impact of Proposed Marina Freeway Extension

Dear Councilmember Galanter and Ms. Fisher:

I live in Venice at 237 Fifth Avenue. I'm writing this letter to question the wisdom of your support of the proposal to extend the Marina Freeway (Route 90) onto Admiralty in Marina Del Rey. This project will surely cause a considerable increase in westbound traffic, overcrowding the Admiralty/Via Marina intersection as well as Washington Blvd. and increase traffic on Venice streets.

Even with the proposed widening of Admiralty and a one-way bypass, one block east of Via Marina, will do little to regulate traffic, to the west, on Washington Blvd. where this mass of cars will end up.

Another planned Category 3 improvement is the extension of Admiralty Way from Fiji Way, south to a realigned Culver Blvd, which will provide an improved connection to the Marina Freeway for Marina residents without encouraging other coastal commuters to bypass Lincoln in favor of the streets of Venice.

I'm not against reasonable development, but the Route 90/Admiralty bypass appears to replace one problem area with another and threatens the quiet and safety of residential streets. Thank you for your consideration.

Sincerely,

Rudolph Axford
310-392-2233

EXHIBIT NO. 33
LACO 94-1 MDR LCPA
Letter from Rudolph Axford in opposition to Route 90/Admiralty Bypass.
California Coastal Commission

cc: California Coastal Commission
Richard Feibusch, Venice North Beach Neighborhood Association
Mark Ryavec, Venice Boardwalk Association
Howard Wiener, Venice Canals Association

CITY OF
SANTA MONICA
CALIFORNIA

OFFICE OF THE CITY MANAGER (310) 458-8301 P.O. Box 2200, Santa Monica, California 90407-2200

RECEIVED
MAY 8 1995
CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

EXHIBIT NO. 34

LACO 94-1 MDR LCPA

Letter from John Jalili, City Manager of the City of Santa Monica, regarding regional traffic mitigation measures, low and moderate income housing

California Coastal Commission

May 2, 1995

California Coastal Commission
South Coast Area
245 W. Broadway, Suite 380
P.O. Box 1450
Long Beach, CA 90802-4416

Attention: Al Padilla

Dear Commissioners:

The City of Santa Monica has reviewed the staff report and accompanying materials related to the proposed amendment to the Marina del Rey Local Coastal Program Land Use Plan and implementing ordinances and would like to bring a number of concerns to your attention.

Traffic and Circulation

The proposed amendment eliminates the Marina bypass from consideration as a traffic mitigation measure and states that all development impacts can be mitigated without this bypass. However the mitigation measures identified are only those within the boundaries of Marina del Rey. According to the staff report, evening p.m. peak hour trips are anticipated to increase from 1793 in the certified LCP to 2802 in the proposed LCP yet there is no discussion of the regional impacts. Consideration needs to be given now to the traffic impacts on Lincoln Boulevard, 4th Street, Main Street and Neilson Way in Santa Monica as a result of increased development in Marina del Rey and travel patterns to the Santa Monica Freeway, Pacific Coast Highway and Santa Monica from the Marina. These routes are already heavily congested and will likely be further impacted by the increase in development.

Analysis of regional impacts is deferred in this amendment to future traffic studies to be prepared as part of each project's environmental documentation. While your staff recommends that development in the Marina pay its fair share of regional traffic

improvements, there is no analysis of what this entails, since it is deferred to the future. We feel that the regional impacts of the proposed amendment need to be addressed prior to approving the amendment in order to fully evaluate its appropriateness and identify whether there are adequate mitigation measures available.

Your staff is recommending that no more than half of the development allowed in the Marina go forward while the County continues to negotiate with Caltrans and the City of Los Angeles concerning routes and funding for highway improvements. We do not support this approach and believe that these larger circulation issues must be resolved before development is allowed to proceed or the pressure to identify and agree on circulation improvements will dissipate. We have been involved in these discussions in the past and would welcome the opportunity to continue these discussions.

In addition to the concerns identified above, we also feel that associated air quality impacts need to be considered as part of this amendment.

Housing

Currently 1500 residential units are permitted under the certified LCP. The proposed amendment calls for 2585 units. This represents an increase of 1085 units. Along with the increase in units, modifications to the Land Use Plan include a statement to encourage the provision of low and moderate income housing. With the redevelopment potential provided by this proposed amendment and the increase in the amount of visitor-serving commercial uses and corresponding high number of service-level jobs to be created, the provision of affordable housing as part of this amendment is critical. Without requiring affordable housing to be built in the Marina, tremendous pressure will be placed on the Santa Monica housing market, much of which is affordable. The amendment should more directly address this need.

Thank you for giving careful consideration to these concerns.

Sincerely,

John Jalili
City Manager

cc: Santa Monica City Council
Santa Monica City Attorney
County Supervisor Zev Yaroslavsky

Exhibit 34
p 2

MARINA TWO HOLDING PARTNERSHIP
11377 W. OLYMPIC BOULEVARD
BOX 13
LOS ANGELES, CA 90064

EXHIBIT NO. 35
LACO 94-1 MDR LCPA
Letter from Douglas R. Ring, leaseholder, concurring with staff recommendation regarding height on mole road portions of Parcels 12 and 15
California Coastal Commission

March 8, 1995

Pam Emerson
California Coastal Commission
245 West Broadway, Suite 380
PO Box 1450
Long Beach, CA 90802-4416

RE: Marina Del Rey LCP Amendments, Parcels 12 & 15

Dear Pam:

I am one of the General Partners of the leasehold interest in the Deauville and Bar Harbor marina and apartment complexes, Parcels 12 and 15 respectively (the "Parcels"), within Marina Del Rey. The purpose of this letter is to confirm my agreement to limit the building height standards for those Parcels as part of the amendments to the Marina Del Rey Local Coastal Program (the "LCP") LCP program.

The Proposed Amendments to the LCP, adopted by the County Board of Supervisors on November 3, 1994, designate the Parcels as "Residential IV" 45 units per acre. The following structure height standards apply to the subject Parcels (refer to the Proposed Amendments to the Local Implementation Program pages 90-92):

Deauville-Parcel 12:

1. On the mole terminus portion of parcel 12; Height Category 1, a maximum of 45 feet. I agree to this height standard.

2. On the western portion of Parcel 12 along the mole road; Height Category 2, 45 feet to a maximum of 75 feet. I would agree to modify this portion of the Parcel 12 to Category 1, a 45 foot maximum height.

Bar Harbor-Parcel 15:

1. Parcel 15 is proposed for Height Category 2, 45 to 75 feet. I would agree to modify the mole portion of Parcel 15 to Category 1, 45 foot maximum height.

In summary, I concur with a maximum 45 foot building height restriction on the mole road portions of Parcels 12 and 15. If you have any additional questions please call. I appreciate your attention to this matter.

Yours truly,

Douglas R. Ring

RECEIVED
MAY 8 1995
CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

690 Harbor Street, #4
Venice, CA 90291
May 1, 1995

California Coastal Commission
P.O. Box 1450
Long Beach, CA 90802-4416

Subject: County of Los Angeles
Marina del Rey LCP Amendment 1-94

Dear Commissioners:

As a Marina-adjacent resident and property owner, and as a licensed Traffic Engineer in California (License No. 74), I am gratefully accepting the opportunity to express my concern over the proposed land use plan.

I am not qualified to advise on the desirability and propriety of the intensive development proposed in the LCP amendment. I am, however, well qualified to assure you that if such development is approved it will require improvements to the circulation system more extensive than presently proposed.

Within Marina del Rey, Admiralty Way is the only through street serving the mole roads as well as a significant amount of bypass traffic avoiding the heavily congested Lincoln/Washington intersection. If there is to be more development in Marina del Rey, as a condition precedent to abutting property development the entire length of Admiralty Way needs to be widened to three traffic lanes in each direction + a median with left turn lanes + sidewalks of adequate width. An absolute minimum right of way width of 96 feet is needed:

6 through lanes @ 11 feet	66 feet
median with left turn lane	14
1 foot of edge clearance adjacent to each curb	4
2 sidewalks @ 6 feet	12
	96 feet

Additional traffic lanes and right of way are needed in portions of Admiralty Way in connection with a Route 90 connection over Lincoln Boulevard.

Adjacent to the Marina proper, Lincoln Boulevard is presently a congested State Highway with multi-phase traffic signals at every intersection. Widening of Lincoln Boulevard to accommmodate additional traffic lanes for through traffic, right turns and/or two-lane left turns is essential if the proposed Marina land uses are approved: without capacity improvements on Lincoln Boulevard, coastal access via the east-west streets crossing Lincoln Boulevard will be severely impeded, to a much greater extent than even now consistently occurs on summer Sundays.

Very truly yours,

Harry Parker

HARRY PARKER
Phone: 310/827-7089
FAX: 310/827-2625

EXHIBIT NO. 36

LACO 94-1 MDR LCPA

Letter from Harry Parker suggesting that the proposed street widening will be insufficient to accommodate propose development

California Coastal Commission

MARINA DEL REY PIONEER SKIPPERS
Boat Owners Association
(213) 821-7614
Post Office Box 9701
Marina Del Rey, California 90295

EXHIBIT NO. 37
LACO 94-1 MDR LCPA
Letter from Pioneer Skippers Boat Owners Association regarding impacts on boater access, boaters' parking spaces, wind flow, solar access, and public views

May 8, 1995

California State Coastal Commission
Attn: Pam Emerson
245 W. Broadway
Long Beach, CA 90802

Dear Ms. Emerson:

I am writing on behalf of The Pioneer Skippers Boat Owners Association, which is an all volunteer, non-profit organization which has been in existence virtually since the first boats were berthed in Marina del Rey in 1962. This organization is dedicated to protecting the interests of the boating community and is comprised exclusively of members of the boating community in Southern California.

We wish to express our concerns over proposed development projects in Marina del Rey which may, we feel, adversely Affect the continued viability of Marina del Rey as a small craft harbor.

Our concerns focus on five general areas:

1. Additional vehicular traffic generated by over-development of the area may render boats virtually inaccessible to owners and their guests;

2. Boater access may be further restricted by the taking of parking spaces for residential development, and by virtue of the fact that inadequate parking space has been provided to service the proposed new residential space;

3. Wind flow patterns may be disrupted by the proposed high rise development on the windward side of the harbor, thereby interfering with the viability of the marina as a recreational facility for sailors;

4. Sun shade created by the proposed high rise buildings may cause a significant number of boat slips to be in the shadow of these high rise buildings, this impairing enjoyment of these slips, and creating maintenance problems for boat owners; and,

5. Public views of the boat harbor will be blocked by the proposed buildings.

Specifically, we are concerned about proposals which would allow development along the western side of the harbor of building structures up to 225 feet in height. We are concerned about the impact of such development on access to the marina by boatowners and their guests due to potential overburdening of local traffic arteries by the additional auto traffic that this new development would generate, especially when viewed in conjunction with the traffic generated by the enormous Playa Vista project, and a total lack of traffic mitigation requirements as a condition to this proposed development. We fear that this will result in local traffic gridlock, especially on weekends, when great numbers of people come to the beach area.

The proposed development will impair north/south traffic from LAX through the Marina to Santa Monica, and from Santa Monica south to LAX, by increasing local traffic loads on these arteries. Given the already heavy traffic on Lincoln Boulevard, especially at its intersection with Washington Boulevard, soon to be vastly increased by Playa Vista's additional traffic load, we fear that access to the Marina will become so poor that it will render our boats virtually unreachable.

We fear that this proposal may ultimately create access problems for the Playa Vista Development. Certainly, the Playa Vista traffic studies did not anticipate such intensive development of the Marina area. Before this project is approved, we urge you to require new traffic studies examining the cumulative impact of the combined traffic loads which will be generated by these huge projects.

Further, it is our understanding that the project on Panay Way, which may be representative of the plans of other lessees, has, as one of its major features, the taking of parking spaces which are currently reserved for boatowners whose slips are a part of that leasehold. It strikes us that it is inappropriate to allow the lessees permission for intensive development of their residential properties to the detriment of the recreational vessel owners for whom the marina was originally developed.

Exhibit 37
p 2

The Local Coastal Plan and Coastal Act state that:

> "Public parking in the Marina is very important because of the County's policy of maximizing recreational use of the area.
>
> The location and amount of a new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential of public transit for high intensity uses such as high-rise office building, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development."
>
> "Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses."

Accordingly, it would be inappropriate to allow intensive development which may adversely impact the viability of Marina del Rey for its stated purpose, that being to provide boater access to offshore waters and to provide other coastal recreational opportunities for the public.

Another major concern is the impact that tall buildings on the windward side of the harbor may have on wind patterns in the main channel and the connecting basins. It should be noted that many of the sailors currently involved in the Americas Cup competition, including Kimo Worthington, the head coach of the All Woman Team, learned to sail through the Junior Sailing Program in Marina del Rey on small sailing vessels in our protected harbor. Any significant disruption of wind patterns in Marina del Rey could have a substantial permanent impact on future generations of sailors.

Exhibit 37
p3

live with what we create. Marina del Rey is a rare and valuable recreational resource and the future viability of this resource rests in your hands.

Thank you for your consideration of our views and for your anticipated assistance in this matter.

Very truly yours,

PIONEER SKIPPERS

DAVID P. BAKER, ESQ.
Director, Pioneer Skippers Boat Owners Assoc.

DPB/phw

Exhibit 37
p4

STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY PETE WILSON, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, 120 SO. SPRING ST.
LOS ANGELES, CA 90012-3606
TDD (213) 620-3550

May 9, 1995

California Coastal Commission
South Coast Area
245 W. Broadway
Suite 380
P.O. Box 1450
Long Beach, Ca 90802-4416

Subject: Response by the State of California, Department of Transportation to the "Findings for Denial of the LCP Amendment 1-94 and Approval of the LUP and Supplementary Ordinances with Suggested Modifications". These matters will be presented at a Public Hearing on May 10, 1995.

The State of California, Department of Transportation supports the statement in the LCP that "if the trips generated by the development along with other previously approved development will exceed 50% of the total anticipated additional external trips to be generated by new or intensified Marina del Rey development, additional development that generates external trips cannot occur until a traffic improvement on the approach roads that will mitigate those trips has been approved by the appropriate agencies and funded" (Marina del Rey LCP, Part Two, Implementation Ordinances Suggested Modifications, page 14). We believe this is a reasonable approach to respond to the additional trips generated by this development.

The State has a vital interest in the transportation impacts of the development in the Marina and remains a committed participant in the planning review process.

Robert Goodell
Chief, Office of Advance Planning

EXHIBIT NO. 38
LACO 94-1 MDR LCPA
Letter from Robert Goodell, California Department of Transportation regarding impacts on regional traffic facilities.
California Coastal Commission

May 11 1995

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

822 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012
Telephone (213) 974-4444 / FAX (213) 626-6941

DEANE DANA
SUPERVISOR, FOURTH DISTRICT

May 2, 1995

Received at Commission Meeting
MAY 10 1995
Mitch Mason

Mr. Carl L. Williams, Chairman
870 Market Street, #1200
San Francisco, CA 94102

Dear Chairman Williams:

As the Supervisor from the Fourth District of Los Angeles County, and having represented the County and the community of Marina del Rey for the past 14 years, I am pleased to add my enthusiastic support to the Marina del Rey LCP amendment that you will consider at your May 10th meeting. The LCP amendment has been in process for the last five years by staffs of at least three County departments and I am eager to see its approval by the Coastal Commission.

During this time, we received public input at informational meetings, a presentation to the Los Angeles County Small Craft Harbor Commission (which oversees the management of Marina del Rey), and public hearings before the Los Angeles County Regional Planning Commission and the Board of Supervisors.

This LCP is critical to maintaining and improving both the physical condition and economic viability of the Marina. When certified, it will allow a modest increase in development, sufficient to permit private redevelopment of older structures now in need of replacement. This is vital to preventing deterioration of the Marina. The plan will also improve public access to the promenade that encircles the Marina, provide a revised system for allocating development rights to development zones rather than individual parcels and will provide additional park space.

It is crucial for the residents of Los Angeles County, whether they live in or patronize the recreational and commercial facilities of the Marina, for the LCP amendment to be approved expeditiously. It is only by permitting this modest level of development that we can revitalize our 30-year-old urban waterfront.

I urge you to support the plan as my fellow Supervisors have so enthusiastically done.

Sincerely,

DEANE DANA
Supervisor, Fourth District
Los Angeles County

DD/TR/mj

EXHIBIT NO.39
LACO 94-1 MDR LCPA
Letter from Supervisor Deane Dana in support of LCPA
California Coastal Commission

CALIFORNIA YACHT CLUB

4469 ADMIRALTY WAY
MARINA DEL REY, CA. 90292
(310) 823-4567

Received at Commission Meeting

MAY 10 1995

May 9, 1995

EXHIBIT NO. 40

Application Number LACO 94-1 MDR LCPA
Letter in support from California Yacht club--
requests removal of bulkhead access
requirement

California Coastal Commission

Mr. Carl L. Williams
Chairman
California Coastal Commission
South Coast Area
245 West Broadway, Suite 380
Post Office Box 1450
Long Beach, California 90802-4416

Dear Commissioner Williams:

I am writing you regarding the upcoming California Coastal Commission hearing on the County of Los Angeles, Marina del Rey, Local Coastal Program land use plan and implementing ordinances. I represent Parcel 132, The California Yacht Club.

My purpose for writing, is to express several concerns about the changes being proposed by your staff that are different from the plan submitted and adopted by the County of Los Angeles.

Building Expansion/Public Access

The first concern has to do with the changes made on page 24, paragraph (b) of the Marina del Rey, Los Angeles County LCP Amendment 1-94, Part I - Executive Summary and suggested modifications to the LUPA. The changes made by your staff are shown as follows:

> Parcel 132. Any ~~Phase II~~ development of expansion of club buildings, in excess of ~~20~~ 10 percent of the existing floor area, shall require the provision of public pedestrian access along the full length of the bulkhead except where boat launch hoists present a safety hazard to pedestrians. **Where access is interrupted due to a safety hazard to pedestrians, an alternative access route shall be provided to ensure continuous pedestrian access throughout the Marina.** ~~Any expansion of club buildings in excess of 10 percent shall require the provision of public pedestrian access along 50 percent of the length of the bulkhead.~~

Staff's recommendations which require public pedestrian access along the entire length of the bulkhead upon expansion of existing building space by more than 10 percent places an unreasonable burden on the Parcel, especially when combined with the pedway width requirements. The odd shaped configuration of Parcel 132 would result in a significant impediment of existing use of the Parcel if the public access requirement were to be imposed. For example the existing placement of buildings and improvements on Parcel 132 cannot physically accommodate the length and width of staff's recommended pedway.

If the Commission adopts the public access requirements as recommended by staff, the result will be predictable: Parcel 132 uses will simply not be able to support the major costs associated with a full length bulkhead pedway, therefore expansion will not be sought and no public access will be gained. The building on the Parcel currently requires expansion for on-site office operations (which have historically been performed off-site) and for increased banquet facilities (which are open to members of the public). Prior to its adoption of the LCP, the County persuaded us (as lessees of Parcel 132) to agree to a 50 percent of bulkhead length pedway in exchange for 10 to 20 percent expansion capability. This expansion provision appears in the County's certified LCP and should be retained by you.

View Corridors

Our second concern pertains to the view corridors for main channel parcels. Because each parcel is unique, it is bad policy to have a uniform standard applicable to all parcels. For instance, Parcel 132 has an odd shape. The 40 percent view corridor standard as recommended by coastal staff would require an impossible 167 percent of roadway frontage—completely designating the entire Parcel as view corridor. The County's certified plan should be adapted to allow flexibility where extenuating circumstances exist.

Hotel

Our third concern pertains to Parcel 132's ability to develop a 200 room hotel. It is not clear in the present LCP draft that a hotel can be developed along Admiralty Way on Parcel 132. It is therefore recommended that the LCP include the following language:

> The portion of Parcel 132 along Admiralty Way, be designated for hotel use as in the current certified LCP.

CUP

Finally, the issue of the marine commercial uses and their requirements should not be confused with boat storage requirements. Specifically, permitted uses in marine commercial category such as a yacht club should not be required to go through a conditional use permit (CUP) process.

We respectfully request that the above changes be made in the final amended LCP document that your Commission will approve.

Sincerely,

Steven K. Hathaway
Senior Vice President

SKH:aen

EXHIBIT NO. 40

Application Number LACO 94-1 MDR LCPA

page 2

Received at Commission Meeting
MAY 10 1995
From:

MARINA CITY CLUB
CONDOMINIUM OWNERS ASSOCIATION BOARD
4333 ADMIRALTY WAY
MARINA DEL REY, CALIFORNIA 90292
(310) 822-0611

May 9, 1995

To: California Coastal Commission Commissioners and Interested Persons
Attn: Mr. Carl L. Williams, Chairman, California Coastal Commission
708 Broderick St., San Francisco, CA 94117
From. Board, Marina City Club Condominium Owners Association
Dr. Thomas Vrebalovich, Vice President

Subject: Marina del Rey segment of the Marina del Rey LCP Amendment No. 1-94 (Major). Scheduled for Public Hearing and Commission Action at the meeting of May 9-12, 1995, at Huntington Beach.

The Board represents 600 homeowners and the Snyder Co. 101 renters in a shared facility. We estimate a population of more than 2000 on the premises. Many of our residents are retirees. Our major concerns are for the health and welfare of our residents. We, of course, are concerned with our property values which have seen a drastic drop of more than half on many units here. Most of us like the proximity of the beaches, the neighboring yacht harbor, the pond with its waterfowl across Admiralty Way, the park, the Library, and for many of us the bike path which is one of the finest in the World according to many from the international community who live here.

Our residents have expressed great concern over the possibility that the California Coastal Commission may approve a widening of Admiralty Way. This would destroy part of the park, part of the pond, and even the highway divider, the verge, in the center of Admiralty Way. We should note at this point that several years ago there were numerous accidents when cars entered or exited the Marina City Club. The situation got to be so bad that one of our members, now a member of the Board, contacted Supervisor Deane Dana's office. Supervisor Dana responded in rapid fashion and the center of the highway was changed to reduce the risk of accident. Recently, the speed limit was increased to reflect the speed at which most cars are driving. Now the cars are even driving faster. Entry onto Admiralty Way is especially precarious for our older residents. A five or six lane highway would add to the hazard.

It is not clear to us why we must broaden a highway that is mostly used by Los Angeles and other community residents. Los Angeles must take action to change the major exit from the Marina Freeway from Lincoln Ave. to another area.

As we understand the possibility of increasing the population density in Marina del Rey by new development is another reason for proposing the widening of Admiralty. It doesn't seem that destroying the park, pond, and planting in the verge and making Admiralty a hazardous road is a good solution to a problem created by development. Alternate solutions must by identified for this problem created by potential development and bad planning by the Freeway builders. The Marina Freeway created the problems at the Washington-Lincoln intersection. A solution not incorporating Admiralty Way would reduce the traffic on Admiralty. A solution such as an overpass at the end of the Marina Freeway and possible widening of Washington and/or Lincoln should be considered.

We appreciate your consideration of our concerns

EXHIBIT NO. 41

Application Number LACO 94-1 MDR LCPA
Letter from Marina City Club Condominium Association opposing widening of Admiralty Way

California Coastal Commission

The Dolphin Marina
13900 PANAY WAY
CALIFORNIA 90292
MARINA DEL REY
(310) 578-6666

Received at Commission
Meeting
MAY 10 1995

May 9, 1995

California Coastal Commission
245 West Broadway, Suite #380
Long Beach, California 90802

RE: MARINA DEL REY LOCAL COASTAL PROGRAM MAJOR AMENDMENT NO. 1-95 "DOLPHIN MARINA" PARCEL NO. 18R, NO. 91-329-(4)

Dear Commissioners:

Enclosed please find additional submittals pertinent to the above-referenced project:

1. Project Summary and Project Description

2. Architectural rendering showing the proposed 68 apartment units and 75 senior citizens apartments/board and care.

If you require any additional information, please contact us.

Sincerely,

SHERMAN GARDNER

EXHIBIT NO. 42

Application Number LACO 94-1 MDR LCPA
Material from Dolphin Marina supporting proposed 133 unit project

California Coastal Commission

MARINA DEL REY LOCAL COASTAL
PROGRAM MAJOR AMENDMENT NO. 1-25
"DOLPHIN MARINA" PARCEL NO. 18R,
NO. 91-329-(4)

DOLPHIN MARINA SUMMARY

Goldrich & Kest has developed, own and operated the Dolphin Marina project for the past 28 years. The negotiation process to extend our lease started in 1989 and concluded with the approval by the Los Angeles County Board of Supervisors on April 21, 1992. In cooperation with the County, we have developed a plan to provide 68 new apartment units and 75 senior citizen apartments/board and care units on the premises (Parcel 18) in addition to renovating the existing apartments at a cost of $30,000/unit. Both the lease extension and our redevelopment plan was predicated upon the feasibility of constructing these new units at a 75-foot height limit.

The County's proposed LCP has taken these factors into account and incorporated them into the proposed LCP amendment. Our project clearly illustrates the fact that, with the proper incentives, desirable redevelopment will occur in the Marina benefiting the County, the Lessees, and the current and future residents. Please note that it has taken us over 3 years of planning and negotiations to get to this point.

We originally submitted our Zoning and Subdivision Application, Coastal Development Permit - Burden of Proof, and Oak Tree Statement to Regional Planning on April 12, 1993 and re-submitted the Zoning and Subdivision Application on November 2, 1993. At a Design Control Meeting held by Beaches & Harbors on December 16, 1993, our project was granted "Approval in Concept." In addition to its support for the amendments to the Local Coastal Program, the Regional Planning Commission specifically approved our project on August 11, 1994. The Board of Supervisors at a public hearing also gave their specific approval on December 1, 1994. On January 17, 1995, Regional Planning submitted our application to the Coastal Commission for certification.

If the Coastal Commission is ever going to encourage and make possible the rejuvenation of the Marina by providing the opportunities to develop well-designed projects with appropriate open space, amenities and public access to the water, this is the time. We believe our project to be an excellent example of this, since it makes it possible for people of all ages and walks of life to enjoy living in the Marina in a safe and attractive environment. We urge your approval of the County's plan and look forward to constructing our project in the near future.

Exhibit 42
p2

MARINA DEL REY LOCAL COASTAL
PROGRAM MAJOR AMENDMENT NO. 1-25
"DOLPHIN MARINA' PARCEL NO. 18R
NO. 91-329-(4)

PROJECT DESCRIPTION

Project: Construct 68 apartment units and 75 senior citizen apartments/board and care.

Lot Size: The site is approximately 685' long by 150' wide (new development).

Height: 75 feet

View Corridor: See Exhibit "A." The project's view corridor not only exceeds the minimum 20% of the site width (with a total of 25%), but strives to achieve the optimum of 40% (with a total of 53% when including the view through the parking areas). Note that the distance shown in Figure "D" complies with the 40' requirement.

PUBLIC ACCESS PROMENADE: Project offers uninterrupted public access via a sidewalk between the restaurant and apartments and between our existing building and the new apartment building.

Wind Study: Prepared by Englekirk & Sabol Consulting Engineers, Inc. and submitted September 1993. See Exhibit "B" - letter from M. Saiful Islam, Ph.D., dated October 27, 1994.

Exhibit 42
p3

EXHIBIT "A"

VIEW CORRIDOR

Parcel No. 18R
Panay Way, Marina Del Rey, California
Goldrich & Kest Industries
GMP Architects, Inc.
Sept. 1, 1993

- The view corridor, which allows for uninterrupted views of the harbor from the road is required to be minimum 20% of the site width. The view corridor as it relates to this site is indicated on the diagram below and as follows:

  A - From the property line to the senior building
  B - From the senior building to the restaurant
  C - From the restaurant to the new apartment
  D - From the new apartment to the existing apartment

  This totals 25% of the overall site width.

- In addition, to increase the view opportunities we placed the new apartment and senior building up on columns allowing for partial views through the parking areas as indicated on the diagram below and as follows:

  E - Through the senior building parking
  F & G- Through the new apartment building parking

  This totals 28% of the overall site width.

  Note: The project's view corridor not only exceeds the minimum 20% of the site width (with a total of 25%), but strives to achieve the optimum of 40% (with a total of 53% when including the view through the parking areas).

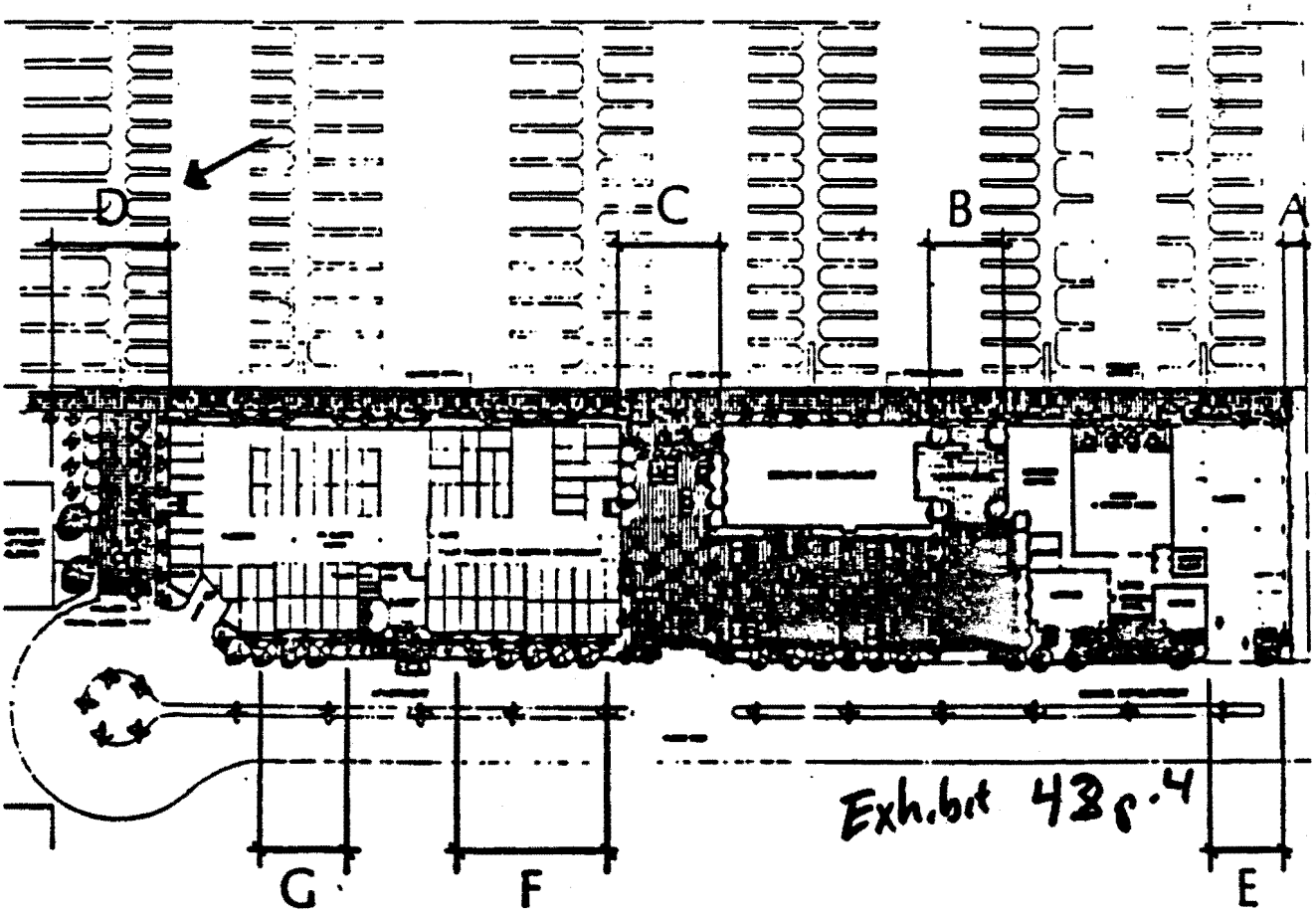


Exhibit 43 p.4

EXHIBIT "B"

Englekirk & Sabol
Consulting Engineers, Inc.

2116 Arlington Avenue Los Angeles California 90018-1398
P.O. Box 77 Los Angeles California 90007-9998
213 733-2840 FAX 213 733-8682

OCT 28 1994

October 27, 1994

SG

Mr. Sherman Gardner
Goldrich & Kest
5150 Overland Avenue
P.O. Box 3623
Culver City, California 90231-3623

Re: Wind Study of Proposed Panay Way Apartment & Senior Development, Marina Del Rey, CA
ESI Job No. 93-G153

Dear Mr. Gardner:

I am writing this letter to reiterate the primary conclusion of the above-referenced study performed by Englekirk & Sabol Consulting Engineers, Inc (ESI) in September, 1993. The primary focus of our study was to assess the impact of daily winds on sailboats in the slips adjoining the proposed development. Our assessment was based on (i) a comprehensive statistical analysis of daily wind speed and direction data recorded at the Los Angeles International Airport, (ii) our knowledge of typical wind flow pattern under similar conditions, and (iii) our extensive site specific wind tunnel testing experience with similar projects. ESI established the wind speed and directional characteristics at the project site and evaluated that against the given orientation and size of the proposed project.

From this information, it was clear that the proposed development will not have any significant adverse effect on the wind flow pattern within Basins C and D. Additionally, other basins in the area, which are located even further away from the development, will not be impacted at all by the proposed project.

It is our opinion that, for the above-mentioned reasons, wind tunnel testing will only serve to substantiate what is already obvious from the results presented in the above-referenced study and is, therefore, unnecessary.

Please do not hesitate to contact us if you need clarification of the above.

Sincerely,

ENGLEKIRK & SABOL, INC.

M. Saiful Islam

M. Saiful Islam, Ph.D, P.E.
Project Director

Exhibit 42 p 5

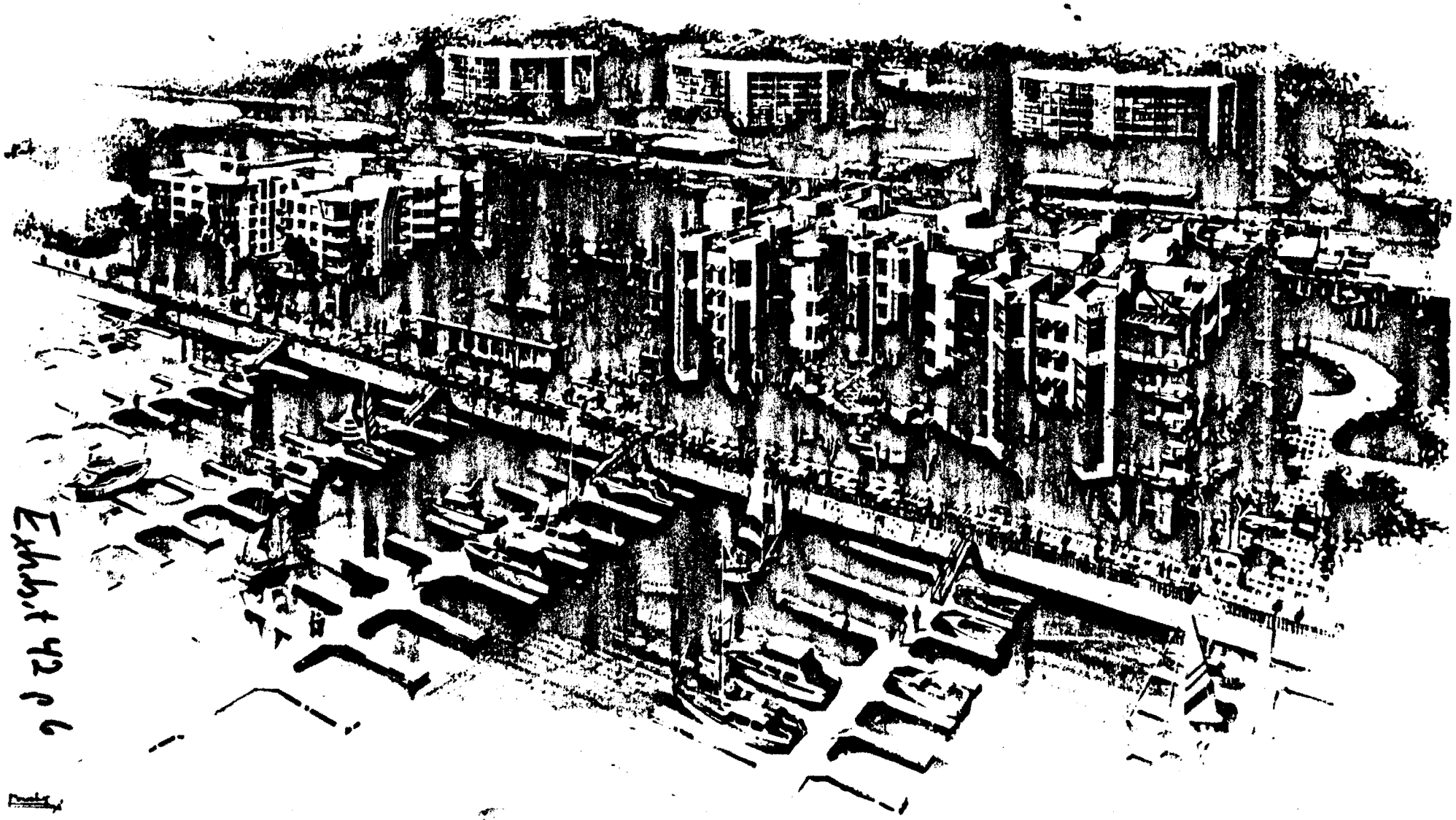


Exhibit 42 c

GMP ARCHITECTS INC.

PANAY WAY APARTMENTS AND SENIOR DEVELOPMENT

MARINA DEL REY , CALIFORNIA

GOLDRICH & KEST INDUSTRIES

EXHIBIT NO. 43

LACO 94-1 MDR LCPA
Letter from Sherman Stacey, MDR properties opposing parking structure on parcel 3S and heights on parcels 112T and 113T

California Coastal Commission

LAW OFFICES OF
SHERMAN L. STACEY
233 WILSHIRE BOULEVARD
SUITE 510
SANTA MONICA, CALIFORNIA 90401
TEL (310) 394-1163
FAX (310) 394-7841

May 10, 1995

Received at Commission
MAY 10 1995

Commissioners
California Coastal Commission
245 West Broadway, Suite 380
Long Beach, California 90802

Re: County of Los Angeles, Marina Del Rey
Local Coastal Program Amendment

Dear Commissioners:

On May 10, 1995, you will be considering a proposed amendment to the Local Coastal Program for the County of Los Angeles covering the Marina Del Rey area. This office represents MDR Properties, Ltd. ("MDR"), the owner of 22 single family lots in the Del Rey Tract which abut the County property on the west side of Marina Del Rey near the entrance channel. Three of MDR's lots immediately adjoin the County property at parcel 3S which is shown in the proposed plan amendment as being in the Bora Bora plan area (see LIP Amendment, Exhibit 5, Staff Report, Part 4, Exhibit 21, page 1, attached as Exhibit A hereto.) MDR's property is within the City of Los Angeles and is zoned in zone R1. Improvements to serve single family residences have been constructed in accordance with Commission Permit No. 5-86-112. A map showing the relationship between my client's property and the County parking lot taken from the Staff Report on Permit No. 5-86-112 is attached hereto as Exhibit B.

MDR has two objections to the amendments sought to the County LCP. First, MDR objects to the modifications of the land use plan ("LUP") and local implementation program ("LIP") to allow the construction of a parking structure on parcel 3S. Second, MDR objects to the provisions of the LUP and LIP allowing the construction of buildings up to 225 feet in height on parcels 112T and 113T.

1. Parking Structures Immediately Abutting Single Family Residences Are Inappropriate Adjoining Land Uses.

The existing County LCP provides for public parking on parcel 3S. Parcel 3S has been improved and is utilized as a public surface parking lot since prior to certification of the LCP in 1984. MDR has no objection to the continuation of this use. Parcel 3S in the original LCP was designated in planning unit no. 13. Under the provisions of Subsection A.13 of Section 22.46.1790 of the Specific Plan Ordinance, parcel 3S was designated for the following use: "Existing parking use shall be maintained." (See, LIP Amendment, page 87, attached as Exhibit C hereto.) In 1984, when the County LCP was certified, the surface parking lot was already in existence.

The amendment to the County LCP would modify the policies applicable to parcel 3S to allow the construction of a parking structure up to 45 feet in height. Parcel 3S is approximately 90 feet wide and 1050 feet long. It abuts the Del Rey Beach Tract along its entire length. This would permit construction of a parking structure more than 1000 feet long immediately abutting the single family residences. No set back from the single family residences would be possible as parcel 3S is only wide enough to accommodate a single aisle with parking on either side. Thus, single family residences in the City of Los Angeles would be faced with a solid wall of parking structure within 3 1/2 feet of the walls of single family houses. These are incompatible adjoining uses.

The Del Rey Beach Tract was subdivided for residential use in 1905 and has been zoned for residential use ever since zoning was adopted in the City of Los Angeles. The Commission has permitted all of the street and public utility improvements to be constructed to serve MDR's property under Permit No. 5-86-112. In connection with this permit, MDR and other owners paid to the County of Los Angeles $540,000.00 to be utilized for the improvement of public parking within the Marina Del Rey area. The County has already expended these funds.

The Staff Recommendation would limit the height of the parking structure to 25 feet and one-story. This remains unacceptable to MDR. Such a structure would overshadow the lower floors of every adjoining home and the noise associated with the normal utilization of a parking structure would disrupt the reasonably expected quiet enjoyment of the residences. With vehicles elevated onto an upper floor, this noise would penetrate the neighborhood in a manner quiet distinct from the manner in which the existing surface parking lot operates. The surface

Exhibit 43
p2

parking lot is separated from the Del Rey Tract by a 6 foot concrete block wall. This block wall successfully and effectively buffers the residential neighborhood from the potential adverse of the operation of the adjoining parking lot.

It is only because a political boundary separates my client's property in the City from the parking lot in the County that the juxtaposition of a 45 foot high parking structure and single family homes would even be contemplated. Such uses on abutting properties are inherently incompatible. The County finds other public parking facilities, some not far from Parcel 3S, so underutilized that the County proposes terminating the public parking uses. Closing existing facilities is entirely inconsistent with building a parking structure on Parcel 3S.

MDR requests that the Commission deny the LCP amendment as recommended by the Commission Staff. However, on Page 63 of the Staff's suggested modifications (see Exhibit D hereto), at the bottom of the page, rather than make the changes recommended by Staff, I request that you delete the following:

> "On Parcel 3, building height is limited to height category 1, a maximum of 45 feet."
>
> Insert in its place:
>
> **"On Parcel 3, existing surface parking use shall be maintained."**

2. <u>Buildings Up To 225 Feet In Height Would Be An Inappropriate Land Use On Parcels 112T And 113T.</u>

MDR supports the Staff Recommendation to reduce the permitted heights on parcels 112T and 113T to a maximum of 75 feet with a set back of 90 feet from Via Marina and a maximum of 45 feet within the set back area. MDR considers that such height provides more than adequate utilization for the County and its lessees. The construction of buildings as high as 225 feet would overshadow the adjoining single family residential neighborhood which lies across Via Marina and the parking lot on parcel 3S.

3. <u>The Commission Must Resolve Inconsistent Land Use Proposals Between Jurisdictions.</u>

The difficulty with the County LCP amendment arises from the fact that there is jurisdictional boundary between MDR's property and the County. There are no single family residences located within Marina Del Rey. Therefore, the County has not

Exhibit 43
p 3

considered the impact which its LCP amendment would have on adjoining property located in the City of Los Angeles. Only the Commission has the authority to resolve conflicts between jurisdictions relating to the land uses. One of the primary reasons for the formation of the Commission was to insure that development within the Coastal Zone within divided local jurisdictions was made compatible between jurisdictions.

4. Conclusion.

MDR requests that you adopt your Staff Recommendation with the change to the recommended suggested modification on Page 63 as set forth on page 3 of this letter.

Very truly yours,

SHERMAN L. STACEY

SLS:js

cc: Tim Alexander

Exhibit 43
p4

BORA BORA DZ LAND USE

RESIDENTIAL III	MARINE COMMERCIAL	WATER
RESIDENTIAL IV	PARKING	WATERFRONT OVERLAY
RESIDENTIAL V	OPEN SPACE	MIXED USE OVERLAY
HOTEL	PUBLIC FACILITIES	
OFFICE	VISITOR-SERVING/CONVENIENCE COMMERCIAL	

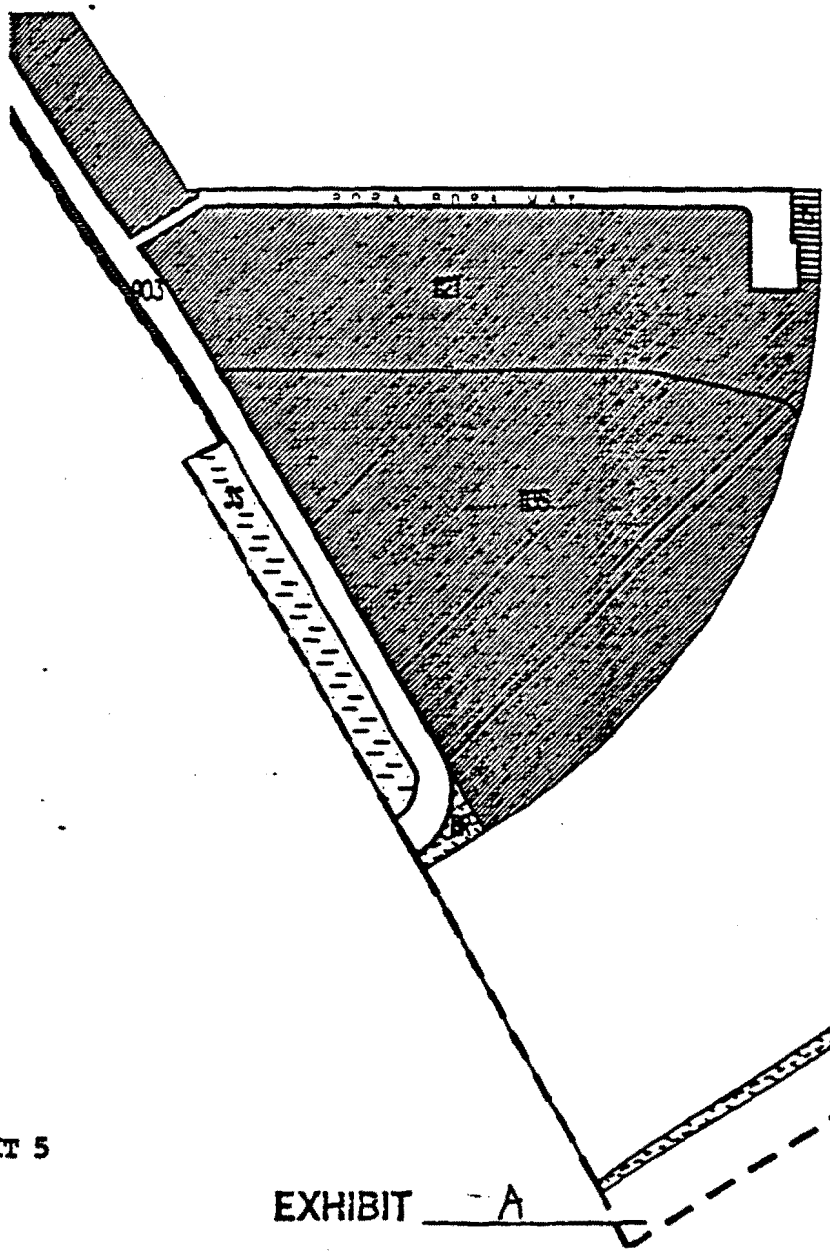


Exhibit 43 p5

EXHIBIT 5

EXHIBIT A

MARINA DEL REY PAGE 1 OF 2 LOCAL COASTAL PROGRAM

BORA BORA DZ LAND USE

1) Bora Bora Development Zone: 610 Dwelling Units

RESIDENTIAL III
RESIDENTIAL IV
RESIDENTIAL V
HOTEL
OFFICE
MARINE COMMERCIAL
PARKING
OPEN SPACE
PUBLIC FACILITIES
VISITOR-SERVING/CONVENIENCE COMMERCIAL
WATER
WATERFRONT OVERLAY
MIXED USE OVERLAY

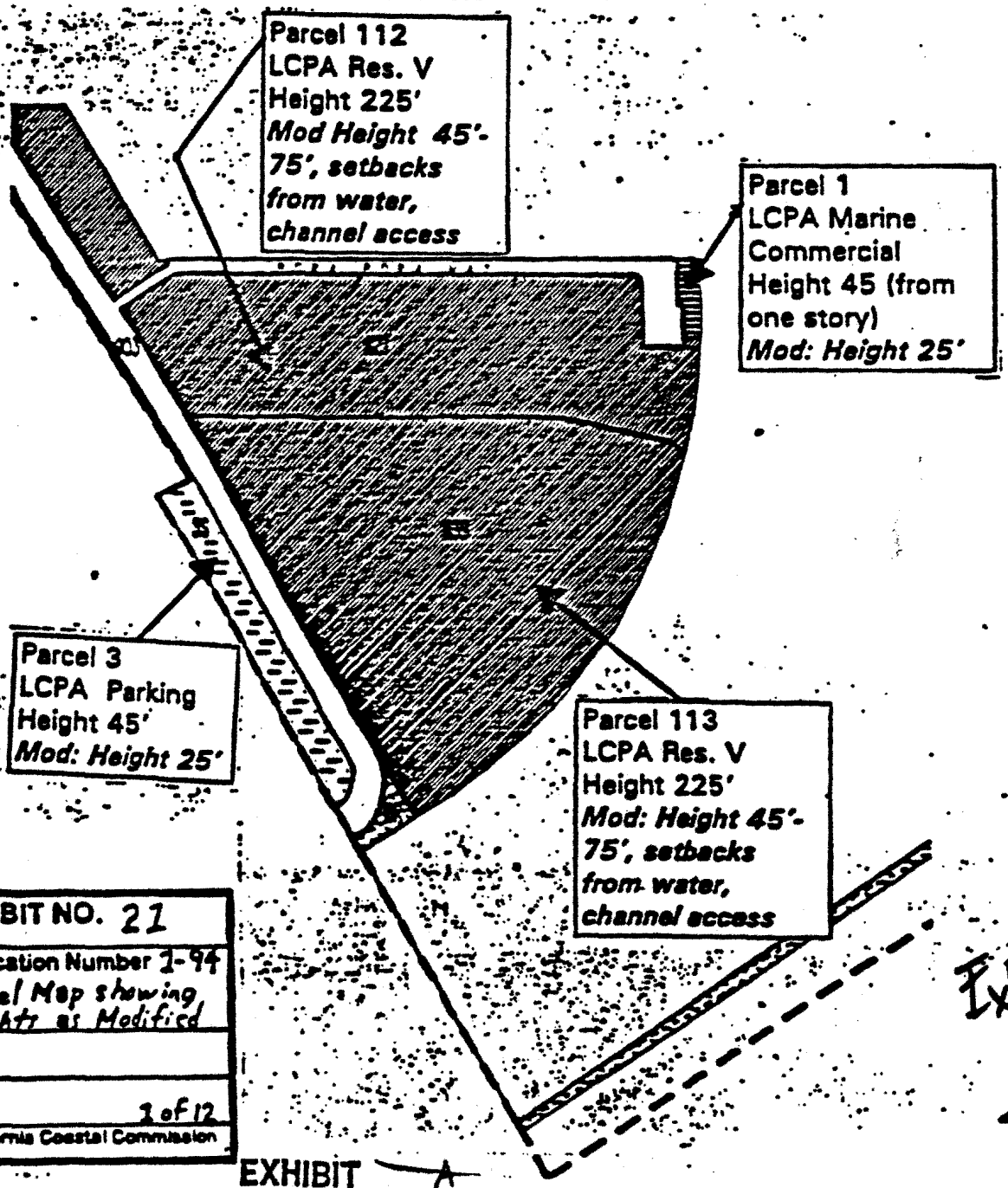


EXHIBIT NO. 21
Application Number 1-94
Parcel Map showing Heights as Modified
2 of 12
California Coastal Commission

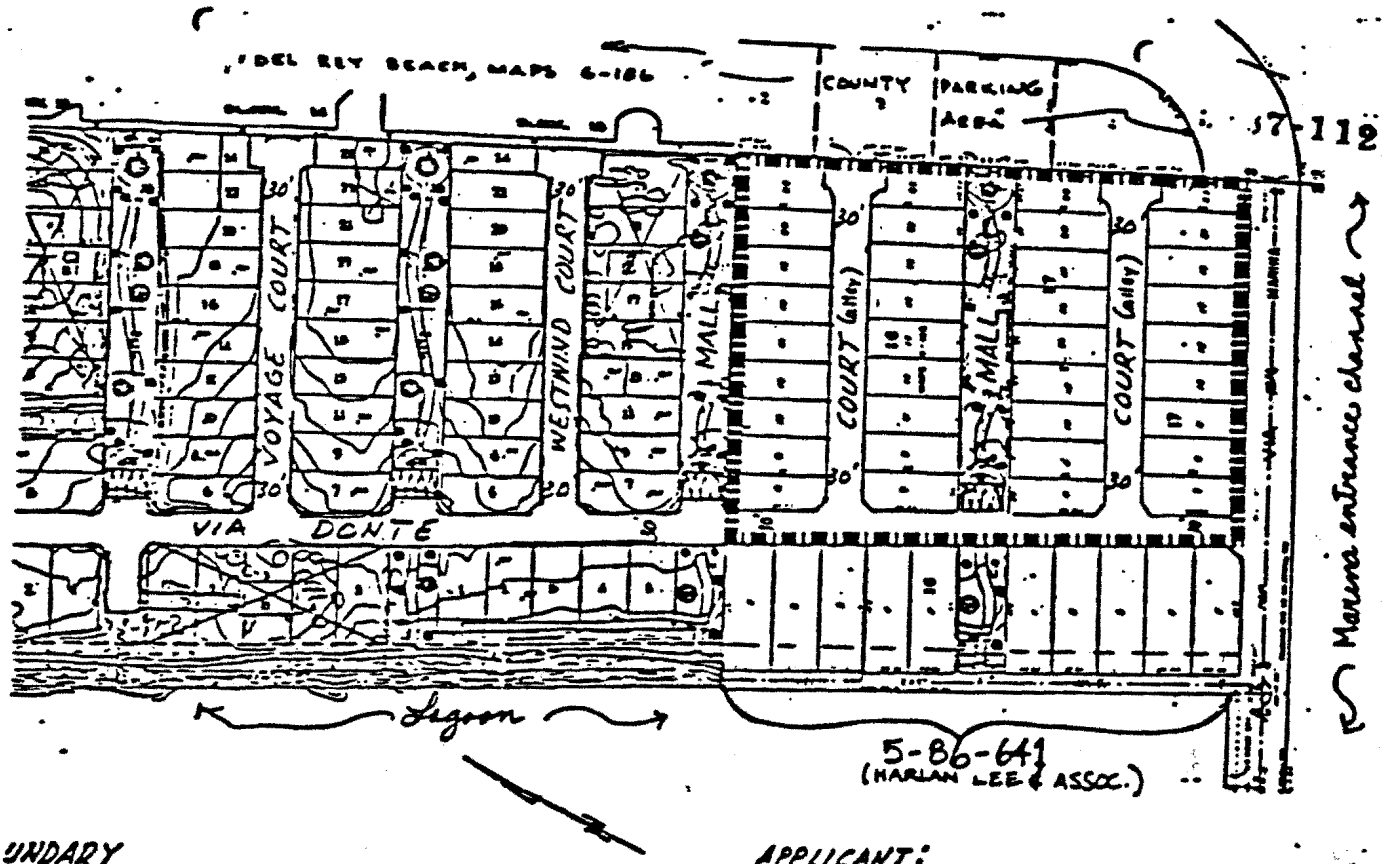
Exhibit 43 p. 6

EXHIBIT A

MARINA DEL REY LOCAL COASTAL PROGRAM

PAGE 2 OF 2

LEGIBILITY TEST: For quality of original document being filmed



UNDARY
LOCKS 16 & 17
APS 6-186.

APPLICANT:
DEL REY ASSOCIATION
c/o MR. DON TRONSTEIN
8029 CENTURY PARK EAST
SUITE 3230
L.A., CA. 90067
(213) 556-1100

Exhibit 43
p 7

5-87-112
EXHIBIT 2
SITE PLAN

EXHIBIT B

PAGE 1 OF 1

~~Special Development Considerations:~~
~~Development shall avoid a continuous structure along the full width of Parcels 20 or 21.~~

~~Parcel DS~~
~~Category: Open Space~~
~~Development Potential:~~
~~Maintain existing use.~~

~~Parcel PP~~
~~Category: Parking~~
~~Development Potential:~~
~~The existing parking use shall be maintained.~~

~~Required Public Improvements:~~
~~A continuous pedestrian promenade shall be provided along the bulkhead with a walkway connection to Marquesas Way.~~

~~Special Development Considerations:~~
~~If deck parking is required at a future time, views to the water shall be maintained.~~

~~13. Planning Unit 13: Special Mole at Channel Intersection (Exhibit 10)~~

~~a. Development Program and Concept: This area is intended to provide a mixture of medium-high and high density residential development and to establish continuous public access along the water.~~

~~b. Development Standards by Parcel:~~

~~Parcel 1S~~
~~Categories: Marine Commercial~~
~~Water~~
~~Development Potential:~~
~~Existing fuel dock use shall be maintained.~~

~~Parcel 3S~~
~~Category: Parking~~
~~Development Potential:~~
~~Existing parking use shall be maintained.~~

~~Parcels 112T and 113R~~
~~Categories: Residential IV (Parcel 112T)~~
~~Residential V (Parcel 113R)~~
~~Water~~
~~Development Potential: (Phase II)~~
~~Reconstruction and development with mid-rise residential structures is permitted.~~

Exhibit 43
p 8

EXHIBIT C

PAGE 1 OF 1

- Parcel BR
Category: Open Space
Required Public Improvements:
- Development shall provide waterfront public pedestrian access consistent with Section 22.46.1150 of this Specific Plan.
- A continuous *28* ~~20~~-foot-wide pedestrian promenade shall be provided and maintained along all bulkheads. Seating and landscaping shall be provided along the bulkheads consistent with Section 22.46.1060 of this Specific Plan. New development or intensification on Parcels 112 and 113 shall require ***reservation of public open space and*** the construction of a public pedestrian promenade consistent with the *28* ~~20~~-foot wide standard.
- ***- Public vehicular access shall be maintained along Bora Bora Way. No fewer than ten public parking spaces shall be provided in a landscaped parking area adjacent to the gas dock.***
- A small waterfront viewing park not less than 500 square feet in area shall be provided on Parcel 112 in conjunction with Phase II development.
- A small waterfront viewing park not less than 500 square feet in area shall be provided on Parcel 113 on a platform over the bulkhead, in conjunction with Phase II development.
Park and picnic facilities, including a rest room shall be installed in parcel 3 in conjunction with new development in the Bora Bora Development Zone.

Special Development Considerations:
- New building construction on Parcel 112 shall relate to Bora Bora Way and landscaping shall be enhanced.
- ***On Parcel 113, building height is limited to height category 3, 45 feet to a maximum of 75 feet, except that heights shall not exceed 45 feet within 200 feet of the channel or within 90 feet of Via Marina. Heights on the remainder of the parcel may be allowed up to 75 feet, only if a public viewing and access area, no less than 150 feet wide, is reserved and improved along the entire length of bulkhead from Via Marina to the easterly parcel boundary.***
- ***On Parcel 112, building height is limited to height category 3, 45 feet to a maximum of 75 feet except that building height shall not exceed 45 feet within 200 feet of the water or within 90 feet of Via Marina or Bora Bora Way. Heights on the remainder of the parcel may be allowed up to 75 feet only if a public viewing and access area, no less than 150 feet wide, is reserved and improved along the entire length of bulkhead from the westerly parcel boundary to Bora Bora Way***
- On Parcel 1, building height is limited to ~~height category 1,~~ a maximum of *one story, 15* ~~45~~ feet.
~~On Parcel 3, building height is limited to height category 1, a maximum of one story, 25 45 feet.~~

["On Parcel 3, existing surface parking use shall be maintained."]

2. Tahiti Development Zone (Exhibit 6)
Parcels 7, 8, 9, 111
Development Allocation: 275 Dwelling Units

Exhibit 43 pg

EXHIBIT D

PAGE 1 OF 1

13250 Jefferson Boulevard
Los Angeles CA 90094
310 822-0074

Maguire Thomas Partners

..eceived at Commission
Meeting
1 0 1995

EXHIBIT NO. 44

LACO 94-1 MDR LCPA
Letter from Douglas Gardner, of Maguire Thomas Partners supporting LCPA

California Coastal C.

May 10, 1995

California Coastal Commission
45 Fremont, Suite 2000
San Francisco, CA 94105-2219

Dear Commissioners:

As you know, Commission action on the Playa Vista portion of the Marina del Rey LCP area---known as Playa Vista Area A---was deferred pending further study. We are actively pursuing studies and analysis at this time in regard to both the plan for a new deep water marina, and alternatives which are intended to fulfill the requirements of the Coastal Act in a potentially more environmentally sensitive manner. We look forward to Commission review of the Area A portion of the LCP well within the 12 month timeframe stipulation by the Commission at its March hearing.

I am here today to support the proposed County LCP Amendment for the small craft harbor portion of Marina del Rey. We have worked with the County continuously over the past four years in the preparation of the LCP Amendment, and we believe that the County staff has done a thorough job in developing the plan now before you. It has been clear to us at Playa Vista that the County is dedicated to maintaining and enhancing Marina del Rey as a first class, and indeed world class, marina. We know that the County staff has worked diligently to address the concerns of a very diverse constituency in a manner intended to achieve real, not conceptual, answers to the future of the marina. We know from first hand experience that the reconciliation of often diverse interests is not easy. The four years of effort that has gone into this plan is testament to the care and patience which has characterized the County's approach to this complex problem.

The County's LCP plan amendment is an important first step in the preservation and enhancement of this critically and important coastal area which includes not only the marina and Area A but the Ballona Wetlands, and the Playa Vista project itself. At Playa Vista, we intend to demonstrate that the restoration and expansion of a degraded wetland can be accomplished in concert with the development of a new community which addresses both ecological and quality of life issues. We believe that these three coastal projects---the enhanced marina, the expanded and restored wetlands, and the new Playa Vista development---can collectively create a national example for coastal recreation, urban living, and most importantly, for natural habitat protection and enjoyment.

We believe it is time to make the important first steps in realizing this plan. Approval of the County's LCP plan amendment is an essential first step. With each day that passes, the restoration and revitalization process becomes more difficult. We urge the Commission to approve the proposed amendment in order to let the recovery of this critical coastal area move forward.

Thank you for this opportunity to comment on behalf of the County's LCP Amendment.

Very truly yours,

Douglas J. Gardner
Senior Vice President

DJG/kh

Exhibit 4b
p2

Received at Commission Meeting

EXHIBIT NO. 45

LACO 94-1 MDR LCPA
Comments from Marin del Rey Lessees Association supporting LCPA and opposing staff recommendation

Testimony of the Marina del Rey Lessees Association

on the

Amendment to the Marina del Rey Local Coastal Program

California Coastal Commission

May 10, 1995

When considering the future of the Marina, we must look at its past. Marina del Rey is over 30 years old. The water basin was developed by the County of Los Angeles while the land around the water was improved primarily by private developers on publicly leased land, most of whom are members of the Lessees Association. Much of the private development is nearly as old as the Marina itself, and, unfortunately, beginning to show signs of age. Most leases have approximately 25 years remaining which is too short a time period to obtain financing for significant investment in redevelopment.

The fundamental issue facing the County is how to encourage and make possible the revitalization of the Marina while at the same time maintaining it as a major regional recreational and financial resource. Economic realities must be balanced with carefully considered design and planning goals. Unrealistic or overly restrictive regulations will only ensure the continued aging of this recreational magnet. A balanced plan will be a good incentive for developing new structures, contemporary design elements and the introduction of better materials and safer buildings while adding more recreational space.

To that end, the County has prepared a comprehensive amendment to the existing certified Local Coastal Program. It has also begun the process of lease renegotiations to provide lease terms of sufficient length to amortize the new developments. We have here the opportunity to rebuild & revitalize Marina del Rey to the benefit of all: First, the County, which will realize much-needed increases in lease revenue; second, to the Lessees, who will be offered new investment opportunities; third, and, most importantly, to the public at large, which will realize improved access and an overall enhanced regional recreational environment.

Unfortunately, the extensive changes in the initial staff analysis of the County's Plan will make it impossible to achieve this new vision for the Marina. The staff recommended restrictions, in fact, will deny the Plan's realization by imposing severe reductions in already permitted heights, by requiring 30-50% of the land of specific leased parcels to be withdrawn from any economic use, and by burdening the development process with layer upon layer of required reviews, studies and impact fees. If accepted, these recommendation will kill off any incentive for reinvestment. The recreational amenities will continue to deteriorate to the point where the Marina will no longer be a pleasant place in which to live, work or play!

The Lessees Association urges the Commission to look closely at the implications of the recommendations by your staff and the County, and adopt a plan which represents the best thinking in both.

To that end we urge that you consider four major issues: height limits, view corridors, public parkland and youth hostels.

Height Limits:

Diagram #1 shows the heights now permitted in the Marina by the Local Coastal Program which this Commission certified in 1986 and amended in 1990.

The County, in its proposed amendment, is recommending that these heights be maintained, or in some instances increased, if a full 40% of the waterfront remains open for public view from the loop roadway.

Coastal staff has retained the 40% view corridor proposed by the County, *but then recommended drastically reduced heights on many parcels below those permitted in the certified LCP.* (This is demonstrated in Diagram #2.)

For example, take the non-mole road portion of Parcel 10. The land use designation of the parcel, Residential V, allows 75 units per acre, which results in a development potential of 270 units on 3.6 acres.

Diagram #3 shows the potential development of the site at the 45-foot height limit recommended by staff with the standard 20% view corridor. A restaurant is also required on the site by staff. This makes for an unattractive development, actually unfeasible to build, since it allows only 78 out of the 270 permitted units. *With 60 units already built on this portion of the site, there will be no incentive whatsoever to redevelop the parcel for a net gain of 18 units.*

Diagram #4 shows the potential development at the 75-foot height limit which the staff would permit with a 40% view corridor. This achieves 96 units, but the height limit forces a box-like design which is unattractive to the public and the residents.

A development combining Parcel 10 with the vacant adjacent Parcel 9U at the permitted 225 feet with a 40% view corridor would provide a design with generous, landscaped areas and an attractive living environment.

Another example of a height restriction which makes redevelopment unfeasible on the mole road portion is Parcel 18. The County has required the lessee in his lease extension to develop 68 apartments and 75 senior citizen units within a 75-foot height limit. Your staff has reduced the height to 45 feet, which will allow only 65 of the otherwise permitted 143 units to be built and will result in the elimination of the senior units.

Interestingly, on some parcels in the South East portion of the Marina, the Coastal staff is actually recommending an increase in heights above the LCP levels (see Parcels #34, 53, and 32). It is doubtful that those heights would be needed since those parcels have either retail or marine commercial uses which should not be replaced. Coastal staff is recommending

Exhibit 45
p 2

height reductions where height is needed and offering height increases where it is not. The net effect may be that needed marine commercial uses will be lost on those parcels.

We believe that the existing height limits, especially on the non-mole areas off the loop roads, offer the best alternative, and the one which we and the County would ask you to retain.

Your commission found such heights to be consistent with the Coastal Act in 1986; therefore, we are puzzled as to why they would be inconsistent today. **We urge your support for retaining the existing certified height limit with the open space and design requirements (except for Parcel 111 where a 140-foot height would be more consistent with the adjoining parcels).**

View Corridors:

As stated above, if existing LCP approved height limits are retained, the projects can accomodate the 40% view corridor requirement. However, Coastal staff would have these view corridors remain as unattractive, bland areas with a minimum width of 100 feet and an average depth in excess of 350 feet (nearly an acre in size). As an alternative, we suggest that the following uses be permitted in view corridors: children's play area, visitor parking, picnic tables, pools and spas, patios, and outdoor dining, provided that at least 50 feet is kept open as a landscaped public walkway, and that in the remainder of the view corridor no solid surface or vehicle be permitted which is higher than 30 inches above the curb elevation.

Most of the parcels on the Main Channel are so unique in size and shape that a rigid requirement of a 40% view corridor from the roadway makes no sense. For instance, Parcel 64 has no public roadway from which the public could enjoy a view corridor (Fiji Way dead-ends at the parcel). Another site, Parcel 132, has 1488 feet of water frontage, but only 355 feet of road frontage on Admiralty Way. A 40% view corridor would require an impossible 167% of the existing roadway frontage. Parcel 112 has a roadway (Bora Bora Way) along the water, so that a view corridor through the parcel would serve no public purpose.

We suggest that such Main Channel parcels be allowed to meet their view corridor requirement by providing a public viewing park on the Main Channel, with a minimum 50-foot public access to the view park from the public roadway. Since each parcel is unique, only a general view objective should be specified, and each situation should be reviewed on a project-by-project basis as the development permits are granted.

Public Parkland:

The current certified Local Coastal Program allows for an increase in the number of residential units without increase in park space. This proposed amendment calls for an increase of 12.7 acres of new public parkland (including the flood control pond). Coastal staff would increase this to a required 15.5 acres of new parkland (including only 2 acres of

Exhibit 45
p 3

the flood control pond), based upon a County-wide standard of 4 acres of parkland for every 1000 new residents.

We would argue that, while the 4 acre/1000 standard is appropriate in the Valley, the foothills and other inland areas, it should not apply in a primarily recreational waterfront area such as Marina del Rey. Overall, the Marina already has a 406-acre water basin with 5,900 recreational anchorages, a swimming beach, 5.9 miles of bulkhead public promenades, and the central segment of the 19.1-mile Los Angeles County South Bay Bicycle Trail. *The water is the Marina's parkland and, therefore, is the central focus of all recreational activities which the general public enjoys.*

Our association retained a firm to undertake a survey of uses during the past two weekends at Admiralty and Burton Chace parks in Marina. The results of the survey, which are attached to our testimony, show that *a full 85-88% of the park users are not residents of Marina del Rey*. Why, then, would Coastal staff require such substantial additions of parkland for the new residential units in the Marina? The legally required "nexus test" just can't be met.

Do not misunderstand our concern. It is desirable that non-residents use Marina parks. But Marina residents are not using them because they are using the bike trail, their private boats, the waterfront promenade, and pools and tennis courts of their apartment complexes. **We believe that a recreational standard of 2 acres of new parkland per 1000 new residents is appropriate for a waterfront recreational community such as Marina del Rey.** The County Plan more than meets that test.

Moreover, Coastal staff would require that every 645 new residential units be held vacant until a required 3.9 acres of parkland is built. Bluntly put, no residential development could obtain financing with such an unrealistic requirement which then defeats the purpose of the plan and all efforts to rebuild.

Youth Hostels:

In a commendable attempt to provide low-cost overnight accommodations, your staff would require that each new hotel develop a youth hostel on 25% of its land area. This requirement will result in no new hotels being built in the Marina. Clearly, the juxtaposition of a hostel and hotel on the same parcel is not a marketable development pattern. We know of no example where the merging of these two uses has worked.

More hotels should be built, and the County plan encourages them by allowing most residential parcels to develop hotel rooms in place of residential units. No developer can choose this alternative, however, if the hostel is also required.

A youth hostel required by the current certified Local Coastal Program has already been built in Santa Monica, funded by previously proposed hotels in the Marina. Several other youth hostels exist in the area. **As an alternative to the staff proposal, we recommend that all**

Exhibit 45
p 4

new hotels be required to pay a fee of $450 per hotel room to be used by the County to construct a lower cost overnight facility (e.g., youth hostel, low cost motel, recreational vehicle campground, affordable conference center) in or near the Marina. We purposefully suggest a fee below the $600/unit residential fee to provide some incentive for developers to build hotels instead of residential units.

Finally, we would like to bring your attention to a few miscellaneous concerns and recommendations:

- **Existing boating, visitor-serving and marina commercial uses should be allowed to be replaced anywhere in the Marina, rather than within the same development zone.** This way there will be some flexibility in the Plan, without causing a net loss in those much-desired uses.

- **A full or partial grade separation at the intersection of Lincoln and Washington Boulevards should be included in the list of possible Category 3 transportation improvements.**

- **When Boat Storage is separated as a land use category from Marine Commercial, the use and development standards for Marine Commercial parcels should remain the same as in the current certified Local Coastal Program.** Specifically, Yacht Clubs should be a permitted use with no requirement of open boat storage. Boating-related office uses should not be limited to an artificial 2000 sq. ft.

- **Public access requirements along the bulkhead for Parcels 30 and 132 should remain the same as in the current certified Local Coastal Program,** namely, 50% access for a 10% expansion of floor area and 100% access for a 20% expansion.

- **The bus shuttle system should be required only when a regional or subregional transit corridor is constructed to which it can provide feeder service.**

- **Authority of the Advisory Design Control Board should not be expanded at the expense of the ordinance-required Regional Planning Commission.**

- **Wind studies should only be required for projects exceeding 45 feet in height,** the standard height for parcels on the moles. (Staff recommends wind studies for all projects exceeding 35 feet in height.)

- **A 45-foot height limit within 50 feet setback from the waterfront should be required for parcels 64, 112, and 113,** as opposed to the excessive 100-foot or 200-foot setback recommended by staff.

Exhibit 45
p 5

In summary, the Marina del Rey Lessees Association urges you to certify the Local Coastal Program Amendment. We believe that we have alternatively submitted some reasonable, compromise recommendations. We believe these achieve the staff objectives without bringing necessary rejuvenation and improvement of the Marina to a screeching halt. Without a balanced, incentive-driven plan, the Marina will just keep getting older, gradually losing its luster and excitement for its visitors and tenants.

Exhibit 45 p6

...ERATORS - MARINA DEL REY

HEIGHT LIMITS

Map ID #	Anchorage	Address
53	YAMAHA MARINA DEL REY	13555 Fiji Way
47	SMYC MARINA	13589 Mindanao
77	77 DEL REY	13560 Mindanao Way
44	PIER 44	4635 Admiralty Way
42	MARINA DEL REY HOTEL	13534 Bali Way
41	CATALINA YACHT ANCHORAGE	13505 Bali Way
125	MARINA CITY	4333 Admiralty Way
28	MARINERS BAY	14000 Palawan Way
18	DOLPHIN MARINA	13900 Panay Way
20	TRADEWINDS MARINA	13953 Panay Way
21	HOLIDAY HARBOR	14025 Panay Way
15	BAR HARBOR MARINA	4242 Via Marina
12	DEAUVILLE MARINA	13900 Marquesas Way
13	VILLA DEL MAR MARINA	13999 Marquesas Way
10	NEPTUNE MARINA	14126 Marquesas Way
7	TAHITI MARINA	13900 Tahiti Way
8	ISLANDER MARINA	13955 Tahiti Way
111/112	MARINA HARBOR	4500 Via Marina

ANCH/AMB/GROUP/FORMS (Rev. 09/22/93)

EXISTING LCP

UP TO 45'

140'

225'

Marina del Rey

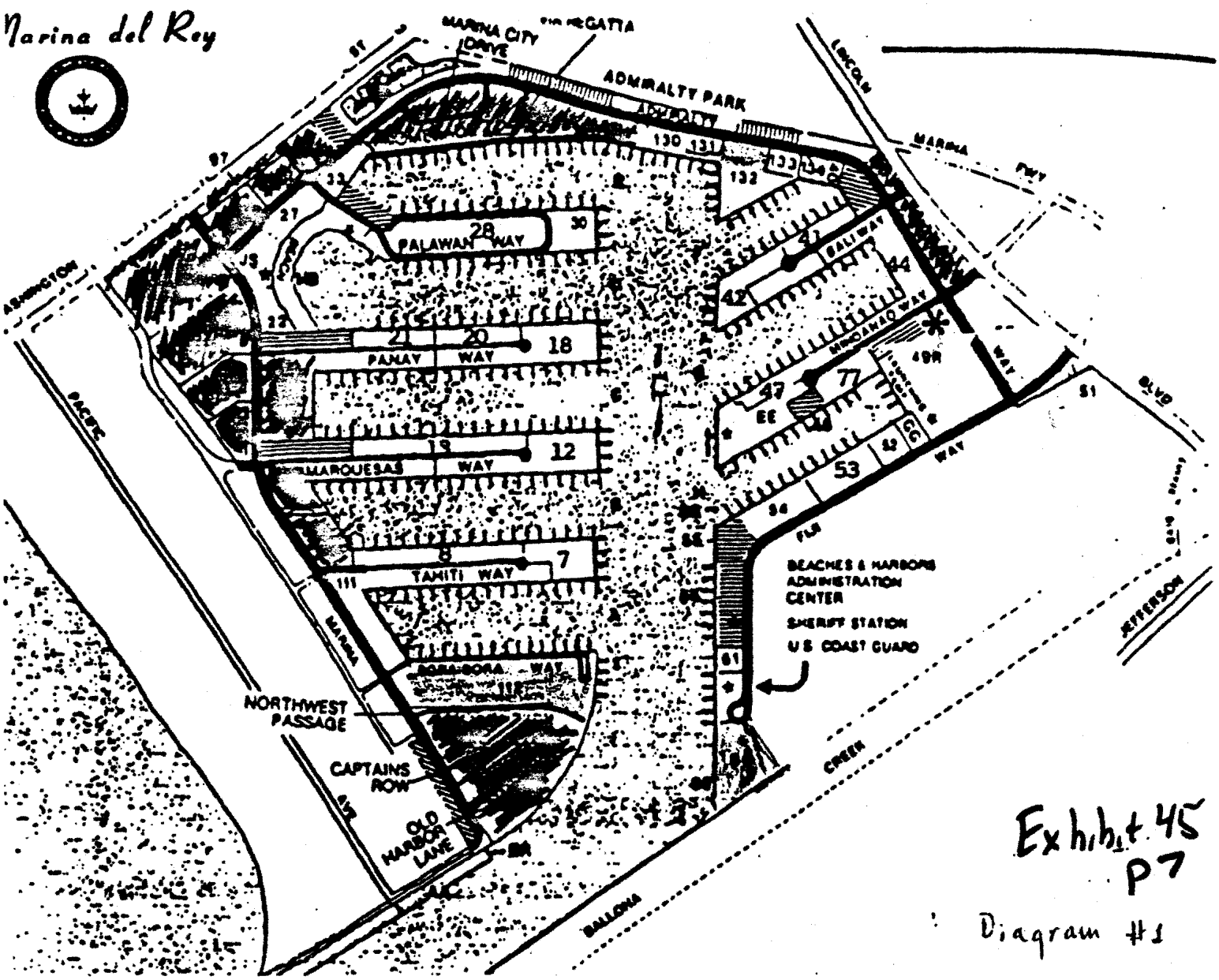


Exhibit 45
P7

Diagram #1

HEIGHT LIMITS

COASTAL STAFF PROPOSAL

Map ID #	Anchorage	Address
53	YAMAHA MARINA DEL REY	13555 Fiji Way
47	SMYC MARINA	13589 Mindanao
77	77 DEL REY	13560 Mindanao Way
44	PIER 44	4635 Admiralty Way
42	MARINA DEL REY HOTEL	13534 Bali Way
41	CATALINA YACHT ANCHORAGE	13505 Bali Way
125	MARINA CITY	4333 Admiralty Way
28	MARINERS BAY	14000 Palawan Way
18	DOLPHIN MARINA	13900 Panay Way
20	TRADEWINDS MARINA	13953 Panay Way
21	HOLIDAY HARBOR	14025 Panay Way
15	BAR HARBOR MARINA	4242 Via Marina
12	BEAUVILLE MARINA	13900 Marquesas Way
13	VILLA DEL MAR MARINA	13999 Marquesas Way
10	NEPTUNE MARINA	14126 Marquesas Way
7	TAHITI MARINA	13900 Tahiti Way
8	ISLANDER MARINA	13955 Tahiti Way
111/112	MARINA HARBOR	4500 Via Marina

ANCH/AMB/GROUP/FORMS (Rev. 09/22/93)

UP TO 45'

140'

225'

75'

Marina del Rey

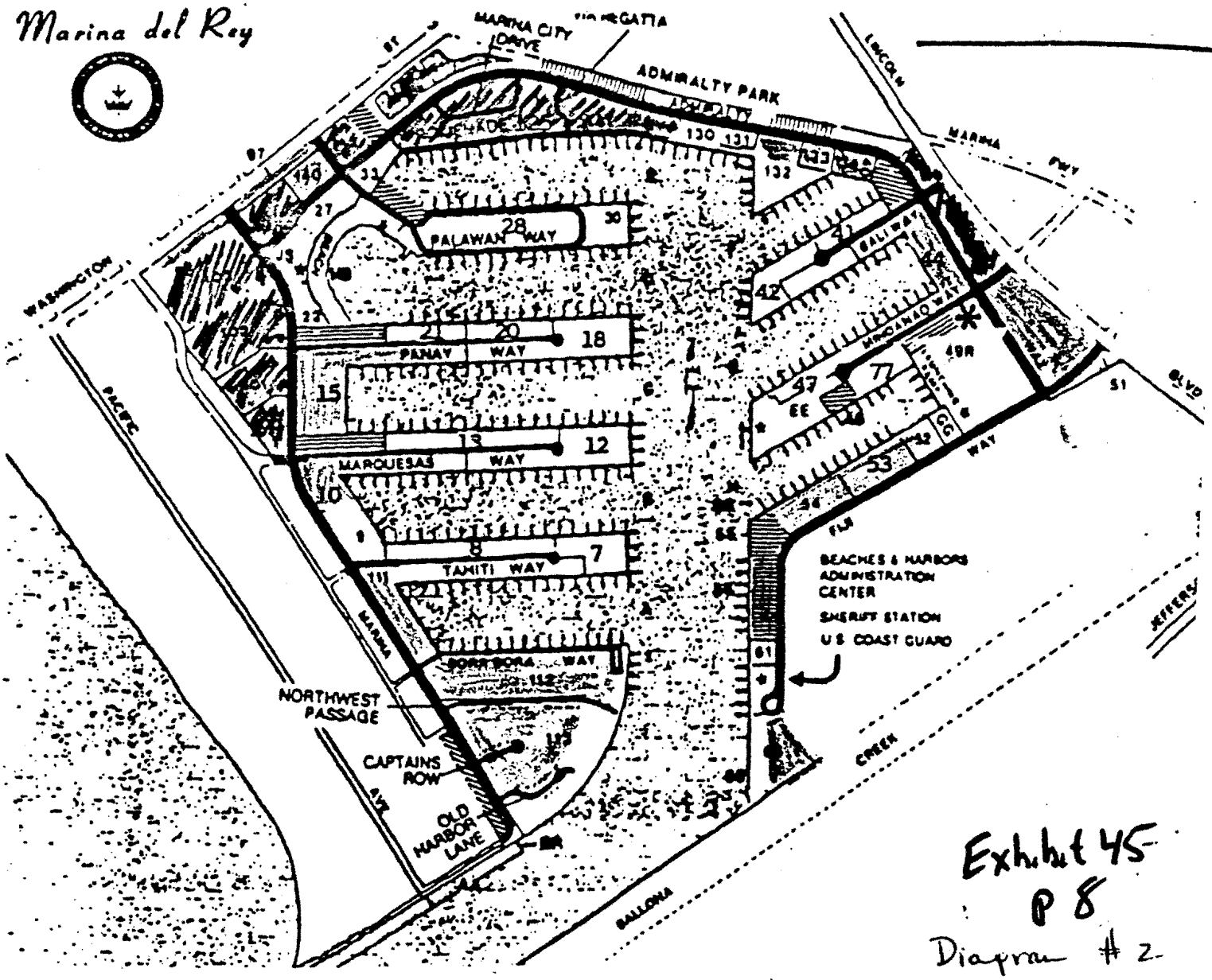


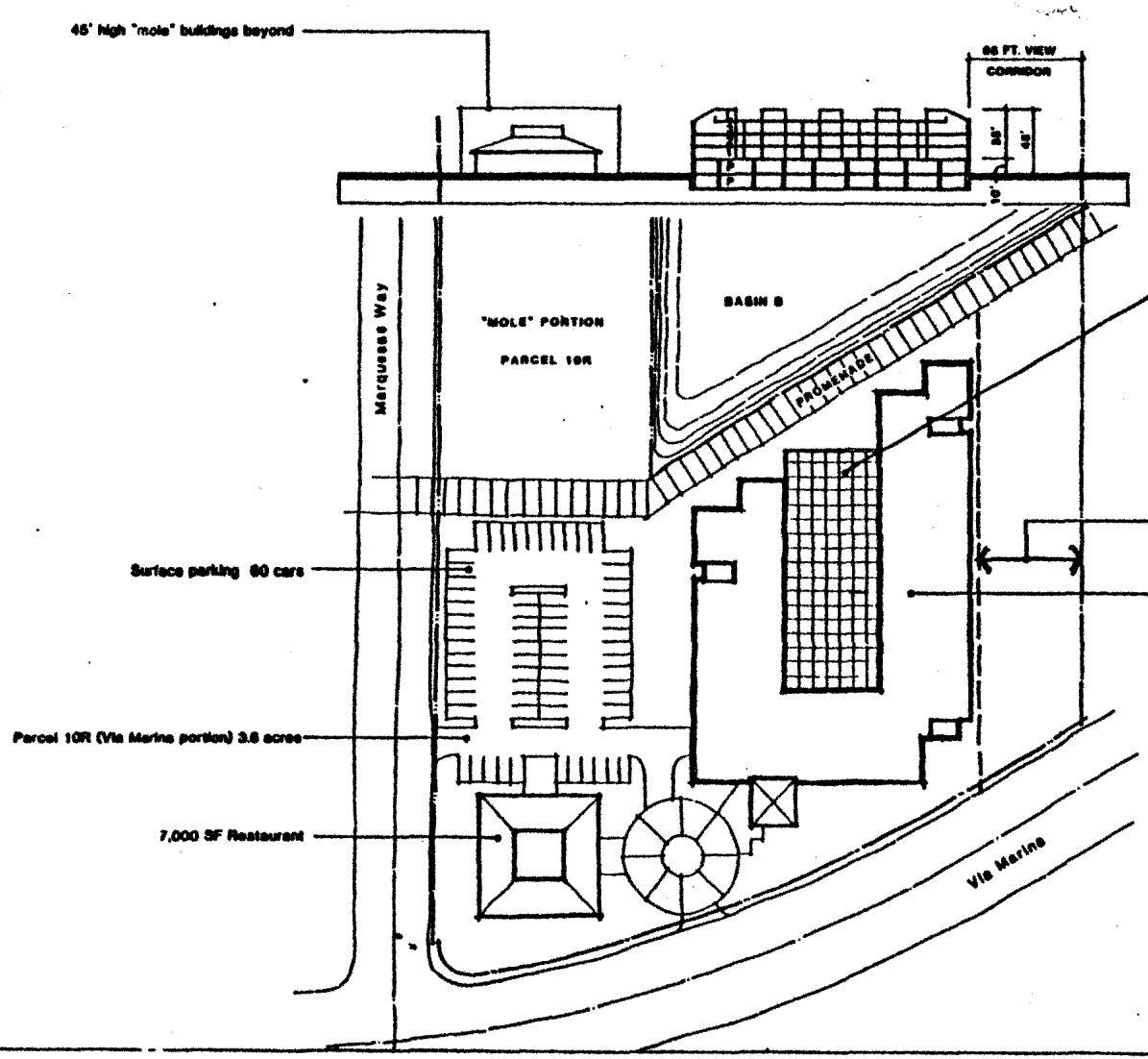
Exhibit 45
P 8
Diagram # 2

Exhibit 45
8 9
Diagram #3

LANDAU

The Landau Partnership, Inc.

Master Planning • Architecture
Interiors • Graphics
1520 Second Street
Santa Monica, California 90401
Telephone 310 394 7888
Fax 310 394 7898



BUILDING MASSING

View from Via Marina towards Basin B

Parking Provided

30 1 BR units x 1.5 sp/unit	45 cars
48 2 BR units x 2 sp/unit	96
Guest spaces, 1 per 4 units	20
Restaurant (balance of 100 cars)	40
TOTAL	201

PARCEL 8U

20% VIEW CORRIDOR (68 FT.)

RESIDENTIAL BUILDING
Type V Construction (units)
Type I Construction (garage)
3 Floors dwelling units
1 Level above grade parking
1 Level below grade parking

78 UNITS
45' HEIGHT LIMIT

CONCEPTUAL SITE PLAN

0 20 40 80
1"=40'

MASSING & HEIGHT STUDIES
NEPTUNE MARINA
MARINA DEL REY, CALIFORNIA

Diagram #4

LANDAU

The Landau Partnership, Inc.

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Interiors • Graphics
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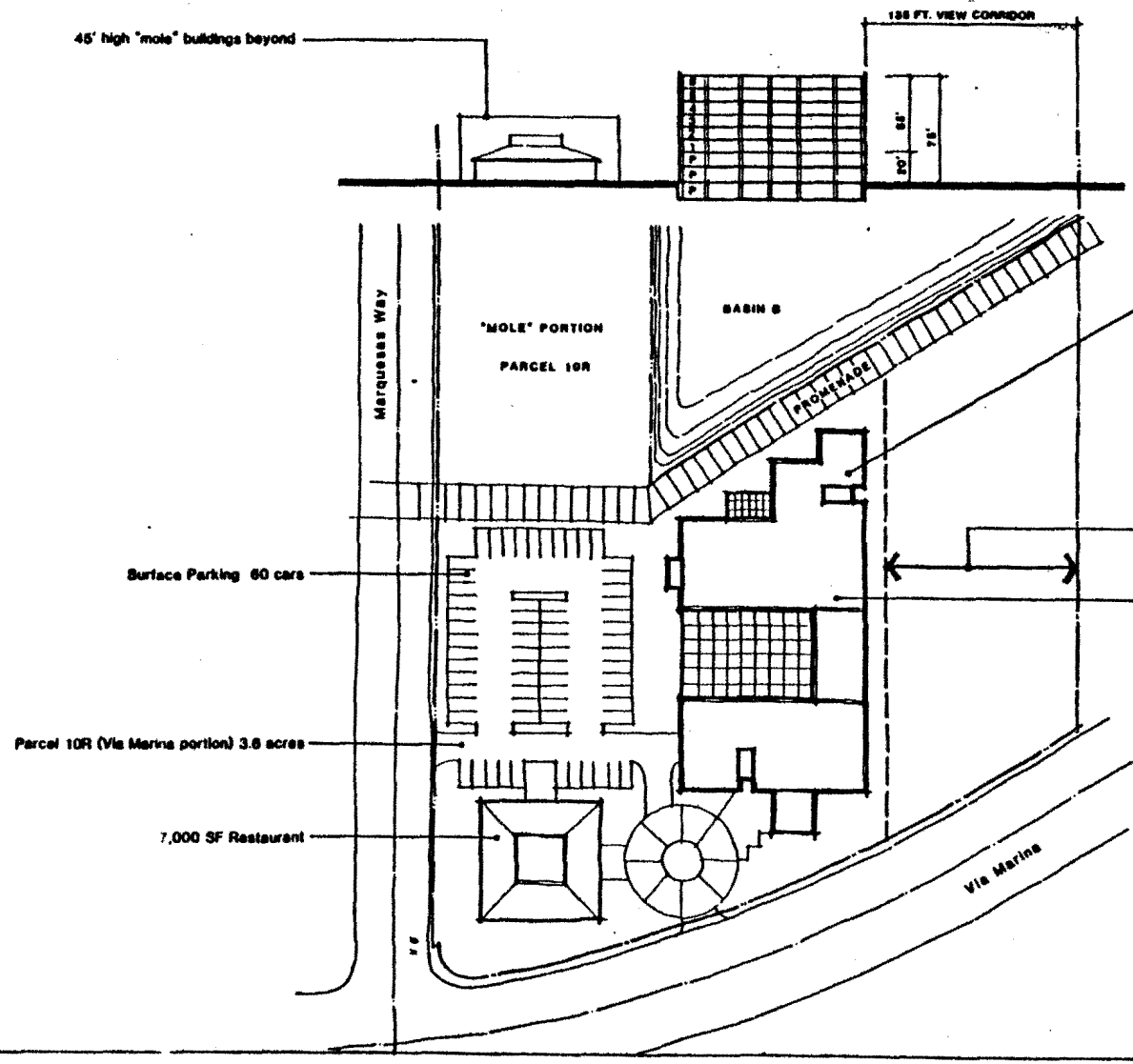

BUILDING MASSING

View from Via Marina towards Basin B

Parking Provided

36 1 BR units x 1.5 sp/unit	54 cars
60 2 BR units x 2 sp/unit	120
Guest spaces, 1 per 4 units	24
Restaurant (balance of 100 cars)	40
TOTAL	238

PARCEL 9U

40% VIEW CORRIDOR (135 Ft.)

RESIDENTIAL BUILDING Type I Construction
6 Floors dwelling units
2 Levels above grade parking
1 level below grade parking

96 UNITS
75' HEIGHT LIMIT

CONCEPTUAL SITE PLAN

0 20 40 80
1"=40'

MASSING & HEIGHT STUDIES
NEPTUNE MARINA
MARINA DEL REY, CALIFORNIA

EXHIBIT NO. 46

LACO 94-1 MDR LCPA
Statement from
Supervisor Yvonne
Brathwaite Burke

Testimony Before the California Coastal Commission by Michael Bohlke, Deputy to
Los Angeles County Supervisor Yvonne Burke
Re the Marina del Rey Local Coastal Plan Amendment

Received at Commission Meeting
MAY 10 1995

May 10, 1995

Good morning, Mr. Chairman and Commissioners. I am Michael Bohlke, Deputy to Los Angeles County Supervisor Yvonne Burke. The Supervisor regrets that neither she nor her colleagues can be here to address you this morning. Instead they are in Washington, D.C. pursuing federal funds to assist our County in managing its fiscal crisis.

Before she left, however, she prepared the following statement which I would like to read to you:

"Dear Chairman Williams and Commissioners:

On behalf of the citizens of Los Angeles County, I would like to elicit your support for the Marina del Rey Local Coastal Plan Amendment. As you may know, the amendment has been in preparation for the past five years.

The plan that has been prepared by the County ensures that Marina del Rey will continue to maintain its worldwide reputation for public access and recreation and improve its economic viability as well.

Thank you for your support.

Very truly yours, Yvonne Brathwaite Burke, Supervisor, Second District, Los Angeles County."

Advocacy

Corporate Public Affairs
Political Campaigns
Community and Media Relations

Received at Commission Meeting

MAY 10 1995

BSzabo

EXHIBIT NO. 47
LACO 94-1 MDR LCPA
Letter from Advocacy Corporate Public Affair regarding use of recreation sites in Marina by the public
California Coastal Commission

MAY 10, 1995

TO: BARNA SZABO

FROM: BOB LAVOIE

RE: MDR RECREATION SITE SURVEY

Per your instructions during our meetings at your office on 4/25/95. Enclosed please find the results of the surveys taken on 4/29/95 and 5/6/95. A total of 1741 interviews were conducted during the two days, at the three sites (Chace Park, Admiralty park and the Beach.

Admiralty Park is the least used site. Without a potable water supply and sanitary facilities, it will continue to be underutilized. After 4 hours only 17 interviews were completed. But over 500 bikers, jugglers and roller bladers were counted.

Chace Park is by far the most popular and utilized site of those surveyed. Sunday 4/29 was very active with weddings, family outings and Boy Scout activities. If more parking were available it would enjoy creater use. Saturday 5/6 was busy with two weddings, a large contingent of LAPD Explorer Scouts, family picnics, and walkers. This facility is by far the most popular recreation site of those surveyed.

On 4/29/95 the beach was not used by many people due to the weather on this day. Most users were walkers with a smattering of picnickers. Saturday 5/6/95 a large contingent of outriggers used the site for a regional cathering. Attendees were from coastal communities throughout Southern California.

The zip codes of 90290 thru 90293 are MDR codes and 90401 thru 90405 are from Venice and Santa Monica.

If you have any questions please feel free to call me.

1247 N. Sweetzer Ave #4, • Los Angeles, CA 90046 • (213) 650-0110

Marina del Rey Survey
Recreational Sites

	April, 29, 1995	May 6, 1995
Total Usage:	933 persons	818 persons
Usage by MDR residents	149 persons	95 persons
Percent from MDR zip code areas	15.9%	11.6%

Exhibit 47
p2

MDR SURVEY
RECREATION SITES 4/29/95

90005	5	90266	6
90004	2	90272	1
90006	3	90274	2
90007	1	90280	7
90008	5	90290	3
90010	5	90291	43
90011	5	90292	92
90016	6	90293	11
90018	3	90295	4
90022	3	90301	12
90023	1	90302	2
90024	10	90304	5
90025	67	90303	1
90027	4	90305	2
90028	2	90401	9
90029	1	90402	8
90031	30	90403	5
90034	8	90404	13
90035	3	90405	28
90036	10	90503	4
90037	1	90543	40
90039	11	90621	2
90043	3	90745	5
90045	72	90746	8
90046	27	90802	1
90049	21	90803	2
90050	1	91006	5
90053	2	91064	2
90056	2	91132	1
90061	2	91202	2
90064	10	91203	1
90066	33	91206	2
90210	16	91301	2
90211	4	91303	3
90212	5	91306	9
90213	2	91316	14
90230	7	91320	2
90232	6	91325	6
90241	3	91330	2
90245	4	91335	9
90248	2	91342	4
90250	14	91343	4
90255	3	91344	4

TOTAL: 425 **TOTAL: 813**

Exhibit 47
p 3

Cont. Page 2 4/29/95

91351	10
91352	2
91355	1
91356	14
91364	8
91365	5
91367	4
91384	2
91406	4
91411	3
91421	2
91423	3
91426	2
91436	2
91463	3
91506	2
91601	8
91604	6
91754	3
91761	1
91790	1
91801	2
92112	1
92115	2
92264	2
92266	1
92276	11
92649	3
92714	1
92843	1
93111	1
93535	1
93552	5
96753	2
97062	1

TOTAL: 933

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p4

STATES	FOREIGN COUNTRIES
ALASKA	ARGENTINA
IDAHO	AUSTRALIA
ILLINOIS	CANADA
MARYLAND	ENGLAND
NEW HAMPSHIRE	FRANCE
NEW YORK	IRELAND
OREGON	JAPAN
VERMONT	NEW ZEALAND
WASHINGTON	

Exhibit 47
p 5

MDR SURVEY
RECREATION SITES

5/6/95 Page 1

90008	2	90254	5
90013	1	90255	8
90016	2	90266	9
90024	6	90268	6
90025	7	90271	1
90026	1	90272	3
90028	4	90275	2
90034	24	90277	8
90035	3	90278	10
90036	7	90290	2
90044	1	90291	33
90045	11	90292	55
90046	28	90293	5
90047	2	90295	2
90048	2	90301	1
90049	4	90302	8
90057	2	90305	1
90063	1	90329	1
90064	22	90402	7
90066	30	90403	9
90068	2	90404	7
90069	1	90405	7
90092	1	90406	3
90104	1	90501	1
90109	1	90503	3
90128	1	90504	1
90166	2	90505	2
90202	1	90513	1
90210	9	90630	2
90211	3	90627	1
90212	1	90638	2
90218	3	90692	4
90230	15	90706	1
90232	2	90710	2
90245	4	90721	1
90250	2	90731	1
90251	3		
90252	4		

TOTAL: 216 **TOTAL: 430**

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P 6

Cont. Page 3 5/6/95

92649	1
92651	4
92656	4
92660	5
92662	1
92663	2
92672	6
92673	1
92675	2
92677	18
92680	8
92683	1
92686	2
92687	4
92701	1
92705	8
92708	2
92714	5
92715	8
93001	2
93003	2
93010	1
93013	1
93030	1
93101	10
93103	2
93105	6
93106	1
93108	5
93109	10
93110	3
93111	1
93117	6
93130	1
93160	1
93307	1
93308	1
94121	6
94526	3
95120	1
95445	1
96150	1
96726	1
96818	1
98003	1

TOTAL: 796

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OUT OF STATE ZIPS

11747	1
40803	1
48698	1
79605	2
80231	1
14209	1

TOTAL: 803

STATES

ARIZONA	2
COLORADO	1
HAWAII	2
IDAHO	3
TEXAS	2

TOTAL: 813

COUNTRIES

AUSTRALIA	1
AUSTRIA	1
CANADA	1
SWITZERLAND	2

TOTAL: 818

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p 8

EXHIBIT NO. 48
LACO 94-1 MDR LCPA
Statement of Pioneer

Skippers and Friends of Marina del Rey before the Commission

RECEIVED AT MEETING
DATE: May 10, 1995

PIONEER SKIPPERS BOAT OWNERS ASSOCIATION AND FRIENDS OF MARINA DEL REY'S STATEMENT BEFORE THE COASTAL COMMISSION

My name is Jeff Morris and I am the President and legal counsel of the Pioneer Skippers Boatowners Association. Our thirty two year history in Marina Del Rey has been dedicated to issues which effect boating and as many of you may know, we sponsor the annual Christmas Boat Parade now in its thirty third year. Additionally, I represent the membership of the Westwood Village Chapter of the Issak Walton League of America, a national conservation organization, and one of the oldest conservation organizations in the United States. Both these fine groups give their support to the Friends of Marina Del Rey.

I am here today to focus the concern of the Pioneer Skippers, IWLA, the Friends of Marina Del Rey on the issue of high rise development in Marina Del Rey. We believe such development will adversely impact the boating environment as a result of interference with wind patterns and the result of sun shade caused by high rise development. This is especially so on the windward or west side of Marina Del Rey. I am most concerned that the language in the Land Use Plan (LUP) and amendments thereto have been changed from a requirement that wind studies "**shall**" be conducted and that wind mitigation effects "**shall**" be employed, to language stating that these items "**may**" be employed. See the Executive Summary and Suggested Modifications to the LUPA (Land Use Plan Amendments) at part I, page 55. The Coastal Commission staff recommendations have concurred that the language should reflect the "**shall**" requirements as to the effects on wind and sun shade as conducted by appropriate

studies.

It is imperative in light of the stated use of Marina Del Rey as a small craft harbor in its original charter that such wind and sun studies be conducted honestly and that the results of those studies be realistically incorporated into the proposed development of Marina Del Rey. To ignore this important issue or to give it secondary importance is to eviscerate the stated purpose of the Marina as a small boat harbor in which one half the boats are under sail.

As I am sure many people on the Coastal Commission are aware, Marina Del Rey has been a breeding ground for world class sailors and in fact at least one member of the America's Cup team learned to sail in Marina Del Rey. I urge the Coastal Commission to maintain the requirement that appropriate wind and sun shade studies "**shall**" be conducted and that the effect of the results from those studies be given its appropriate weight in mitigating the extent of high rise development which is allowed here in Marina Del Rey. Indeed the Executive Summary of the LUPA concludes "Development shall only be approved if all identified significant adverse impacts including impact of higher buildings are **fully mitigated** ".

Thank you very much for your time.

Exhibit 49
p2

VENICE / MARINA AREA TRAFFIC STUDY

Received at Commission Meeting
MAY 10 1995

PREPARED IN RESPONSE TO LOS ANGELES COUNTY'S PROPOSED LCP AMENDMENT AND COASTAL COMMISSION STAFF REPORT

MAY 10, 1995

Friends of Marina del Rey
Oakwood Property Owners Association
28th Avenue Area Neighborhood Watch
Venice Beach Merchants Association
Venice Canals Association
Venice Canals Conservancy
Venice North Beach Neighborhood Association

EXHIBIT NO. 49
LACO 94-1 MDR LCPA
Venice Marina Area Traffic study in response to County's LCPA provided by seven Venice organizations.
California Coastal Commission

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Northbound Traffic Projections	6
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Compiled By:
Howard A. Wiener
Venice Canals Resident
Office: (818) 305 - 8166
Fax: (818) 305 - 8160

Exhibit 49
p2

SUMMARY OF FINDINGS

1. The subregional street system north of the western Marina is already subject to congestion so severe that any additional development in the Marina may significantly exceed the capacity of the streets in this area and greatly impede coastal access.

2. Traffic problems on Ocean and Pacific Avenues, the two primary northbound routes out of the western Marina, have been ignored by the County of Los Angeles despite the fact that they are only one lane in each direction in the vicinity of the Marina, and already subject to severe congestion.

3. The proposed Marina Expressway Extension into Admiralty Way will bring more northbound traffic to the western end of Washington Blvd., thereby increasing congestion on Ocean and Pacific Avenues still more.

4. Coastal Commission Staff recommends that future traffic studies be prepared for each project to insure that development not be approved that will exceed subregional street capacities without adequate mitigation, but ignores the fact that the streets north of the western Marina may already be at this point and in need of study now.

5. Given the concern about coastal access and given the current and projected levels of traffic congestion existing in the area north of the western Marina, the time to study the problem and act on mitigation measures is **now**, before any additional Phase II development begins.

Exhibit 49
p. 3

RECOMMENDATIONS

1. Denial of the County of Los Angeles' LCP Amendment for the Marina del Rey segment of its coastal zone.

2. Approval of the amendment with the modifications suggested by Coastal Commission Staff, with the following changes:

   a) Deletion of the Category 3 Improvement to connect the Marina Expressway (Route 90) to Admiralty Way.

   b) The addition of the appropriate language to prohibit all new residential development in the existing Marina until a traffic study is completed that:

      1) Analyzes the impact of additional development on Ocean and Pacific Avenues and the surrounding neighborhoods.

      2) Identifies measures necessary to mitigate the adverse traffic impacts on this area.

      3) Establishes a payment schedule to insure that all development contributes a proportionate fair share of the funding for the mitigation measures.

      Since Ocean and Pacific Avenues are located in the City of Los Angeles and are therefore outside the County's jurisdiction, the payment of the funds should satisfy the mitigation requirement regardless of when the City uses the funds, however the City should be restricted from using the funds for any other purpose.

Exhibit 49
p4

The Traffic Problem That Was Ignored

Venice Beach is the most popular tourist attraction in the City of Los Angeles. Also, residents from all over the County of Los Angeles regularly flock to the beaches during warm weather, and on weekends and holidays throughout the year. Unfortunately the area is subject to severe traffic congestion, which is in turn aggravated by the fact that two of the primary north/south streets are only one lane in each direction (see Figure 1).

To take just one example, southbound rush hour and weekend beach traffic on Ocean Avenue frequently backs up all the way from Washington Blvd. to Venice Blvd. It can take up to five or six cycles of the lights at the intersection of Washington and Ocean for a car to go the short distance from Venice Blvd. to Washington Blvd. Frustrated motorists flee into the surrounding residential neighborhood on 28th Avenue to escape the congestion.

Marina del Rey has numerous multi-lane access roads for drivers going in and out of the Marina from the east or south. Even Lincoln Blvd. is used by south and northbound drivers going in and out of the commercial zones along the eastern and southern edges of the Marina. Residents of the western Marina who travel north aren't as fortunate. The biggest problem for north and southbound traffic going in and out of the western Marina is that the two primary routes, the same ones used by beach traffic, are only one lane in each direction (see Figure 2). There routes are:

1. Ocean Avenue, which is the northern continuation of Via Marina, and
2. Pacific Avenue, which is usually reached by first heading west on Washington Blvd., and which becomes two lanes in each direction north of Windward Avenue.

The only other possible route is Lincoln Blvd., but it is too far to the east, has far more traffic signals, and is a much longer route, owing to the fact that northbound traffic on Lincoln angles back toward the coast just south of Venice Blvd. A traveler from the western Marina would in effect drive along two sides of a triangle in order to get to the same destination that could be reached by just traveling along one of the coastal routes.

Owing to the concentration of stores, restaurants, movies, etc., Santa Monica is the most frequent recreational destination outside the Marina for residents of the western Marina. Although Santa Monica and adjacent areas are also common workplace destinations for northbound Marina residents, many Marina commuters head north to get on the 10 Freeway at the 4th Street entrance ramp in Santa Monica. This route to points east is frequently preferred over the Marina Freeway/405 Freeway route north because the 10 Freeway west of the 405 Freeway is usually much less congested than the 405 Freeway.

Exhibit 49
p5

Despite the need for residents of the western Marina to use these routes, and the fact that they are already severely congested during rush hour and during periods of high beach traffic, the County of Los Angeles choose to ignore the impact of increased development on this area. The County's action either reflects extraordinary shortsightedness on the part of its planners, or a calculated attempt to ignore a problem that could end up limiting the growth that the County desperately wants in order to increase income from its leases.

Proposed Marina Freeway Extension

The City of Los Angeles Department of Transportation has been advocating an extension of the Marina Expressway to Admiralty Way via a "fly-over" over Lincoln Blvd. Despite the County's reluctance to embrace this source of additional traffic in the Marina, Coastal Commission Staff has included the extension as a Category 3 Improvement.

The DKS Associates Final Report dated May, 1994, projects a 31% increase in traffic at the intersection of Via Marina and Washington Blvd., but only a 9.8% increase at the intersection of Lincoln and Washington Blvds. Construction of the Marina Expressway extension would result in a dramatic decrease in traffic at Lincoln and Washington and an equally dramatic increase at the intersection of Via Marina and Washington Blvd. There would also be marked increases in traffic along Admiralty Way, at the intersection of Admiralty Way and Via Marina, and at a new intersection to be created along with the extension at Parcel OT and Washington Blvd.

Figure 3 illustrates the current flow of commuter and beach bound traffic from the Marina Expressway. The key feature to note is how the existing road network fans the traffic out over a broad area. To take just one example, during the evening rush hour as many as one car in four traveling west on Washington Blvd. turns off at Abbott Kinney Blvd.

Figure 4 illustrates the projected flow of commuter and beach bound traffic from the Marina Expressway once the extension to Admiralty Way is built. Not only will Marina residents use this extension, but many of the north and west bound drivers who normally take Lincoln will be attracted to this route. But once inside the Marina there is no where for northbound traffic to exit except onto and/or across Washington Blvd. And once on Washington, very few will head back east toward Lincoln.

The Traffic Study Addendum prepared by DKS Associates in May, 1994, found that the intersections that extension traffic will be directed toward, namely Admiralty Way and Palawan Way, Admiralty Way and Via Marina, and Via Marina and Washington Blvd., are all operating over their capacities during peak hours. In an attempt to circumvent part of this problem, Los Angeles DOT officials are proposing a new connection between Admiralty Way and Washington Blvd. at Parcel OT, just north of Palawan Way.

Exhibit 49
p 6

A new connection doesn't help the matter at all. First of all, this new connection creates a new intersection on Washington Blvd. that requires traffic signals, since virtually all the traffic will turn left to continue west on Washington Blvd. Westbound traffic waiting to turn left on Washington Blvd. can fill up the relatively short Parcel OT connection and back up onto Admiralty Way before the newly installed traffic signals turn and allow the traffic to empty out onto Washington Blvd.

Of course, many drivers won't use the Parcel OT connecting road, particularly since they will still have to deal with the lights at the intersection of Via Marina and Washington Blvd. Many drivers will just continue west on Admiralty Way until they reach Via Marina. No only will this increase traffic on Admiralty Way, but the planned termination of an additional lane on Admiralty Way at the Parcel OT connecting road will cause even more congestion as drivers squeeze into one of the through lanes to continue west to Via Marina.

However they get there, either via the new connecting road at Parcel OT or by staying on Admiralty Way, the end result of dumping traffic directly into Admiralty Way from the Marina Expressway will be the concentration of additional traffic at the intersection of Via Marina and Washington Blvd. Not only is this the same intersection already so badly impacted by the County's proposed plans for increased development, but northbound traffic still can't go anywhere but the same two roads that are one lane in each direction, namely Ocean and Pacific Avenues.

Figure 5 illustrates several proposed mitigation steps that can serve as alternatives to the Marina Expressway Extension:

1. The left turn lanes for northbound traffic on Lincoln to turn west onto Venice Blvd. should be lengthened. They can presently only hold approximately half the number of cars that the left turn lanes at Washington Blvd. can.

2. Signs located just south of the intersection of Washington Blvd. and Lincoln Blvd. should advise northbound Lincoln Blvd. traffic to continue on to Venice Blvd. and turn there. These signs can be permanent, or only light up when congestion builds up sufficiently at Washington Blvd. The great advantage of moving beach bound traffic up to Venice Blvd. is that there are far more beach parking spaces accessible from Venice Blvd. than Washington Blvd.

3. The planned improved intersection of the Marina Freeway and Culver Blvd., combined with the planned connection between realigned Culver Blvd. and a six lane southern extension of Admiralty Way, will provide an excellent route into the Marina from the Marina Freeway for Marina residents, while not attracting nearly as much through traffic as the extension will attract.

Exhibit 49
p7

The Marina Freeway Extension is so controversial that it is only being advocated in one direction. A return ramp would involve a same grade level crossing on Admiralty Way that would add significant delays to through traffic on Admiralty Way. Considerably more open space would also be lost with a return ramp, not just for the roadway, but also for the additional traffic lanes needed to provide room for traffic to collect in while waiting for the light to change. The fact that a small difference in east/west traffic volume can be used as an excuse to only build the extension in one direction demonstrates how unsound the idea is in the first place. If the extension cannot be justified in both directions, then it should not be built in even one direction.

Northbound Traffic Projections

As reported by Coastal Commission Staff on page 11 of the "Findings for Denial of LCP Amendment..." issued on April 21, 1995, the 1990 US Census estimates there are 5,419 residential units in the Marina. The county's plan to add 2,660 new units (including 75 congregate care units) represents a 49 % increase in residential density. On page 68 of these same Findings for Denial, Staff also projects that "between 75% and 95% of the Marina commuters commute outside the Marina."

DKS Associates conducted traffic studies in the Marina for the County of Los Angeles and issued a Final Report in May, 1994. This report projects a 31.0 % increase in total traffic volume at the intersection of Via Marina and Washington Blvd. It should be noted that this estimate excludes the impact of the newly proposed Category 3 Improvement for a Marina Expressway Extension to Admiralty Way via an overpass over Lincoln Blvd.

The 31.0 % projection includes some traffic exiting the Marina and turning east on Washington Blvd., but it excludes traffic that exits the Marina from Via Dolce (west of Via Marina) and heads west on Washington Blvd. to Pacific. It also excludes traffic from the southernmost residents along Via Marina that head south to the Marina entrance channel and take Pacific Avenue north from there to avoid the congestion along Washington Blvd. On balance, the 31.0 % increase is a reasonable estimate of the increase in northbound traffic that will exit the western Marina due to Phase II development.

Since it wasn't considered at the time, the increased traffic from the proposed Marina Expressway Extension must be added to the DKS Associates 31.0 % increase. As stated above, the Marina Expressway Extension will siphon off traffic that normally heads north on Lincoln Blvd. and drop it onto Admiralty Way. A very conservative estimate of the additional traffic that would end up trying to get north from the intersection of Via Marina and Washington that would not be there without the extension is 10 %. This increase represents the diversion of the following traffic:

Exhibit 49
p 8

1. 15 % of the northbound traffic on Lincoln Blvd. that now passes Washington Blvd. and turns west on Venice Blvd.

2. 30% of the traffic on Lincoln Blvd. that now turns west on Washington Blvd. and then turns off on Abbot Kinney Blvd.

Staff also states on page 67 of the Findings for Denial that ambient growth in regional traffic "is projected to increase traffic within the Marina by 10 % by the year 2010." Adding this growth to the 31 % projected by DKS Associates plus the minimum 10 % increase due to the Marina Freeway Extension results in a total minimum projected increase of 51 % over the next 15 years, well beyond what even the most optimistic observer would say that Ocean Avenue and the one lane sections of Pacific Avenue can accommodate. This data is summarized in Table 1.

Conclusions

The traffic problems on Ocean and the portions of Pacific that are one lane in each direction have already reached critical levels. Yet, because these streets lie outside the County's jurisdiction, they were not studied by the county in their plans for Phase II development in the existing Marina.

The City of Los Angeles has advocated an extension to the Marina Expressway that will bring more traffic to the western Marina and worsen the problems on Ocean and Pacific Avenues. Ambient growth in regional traffic will also contribute to increased congestion on these streets.

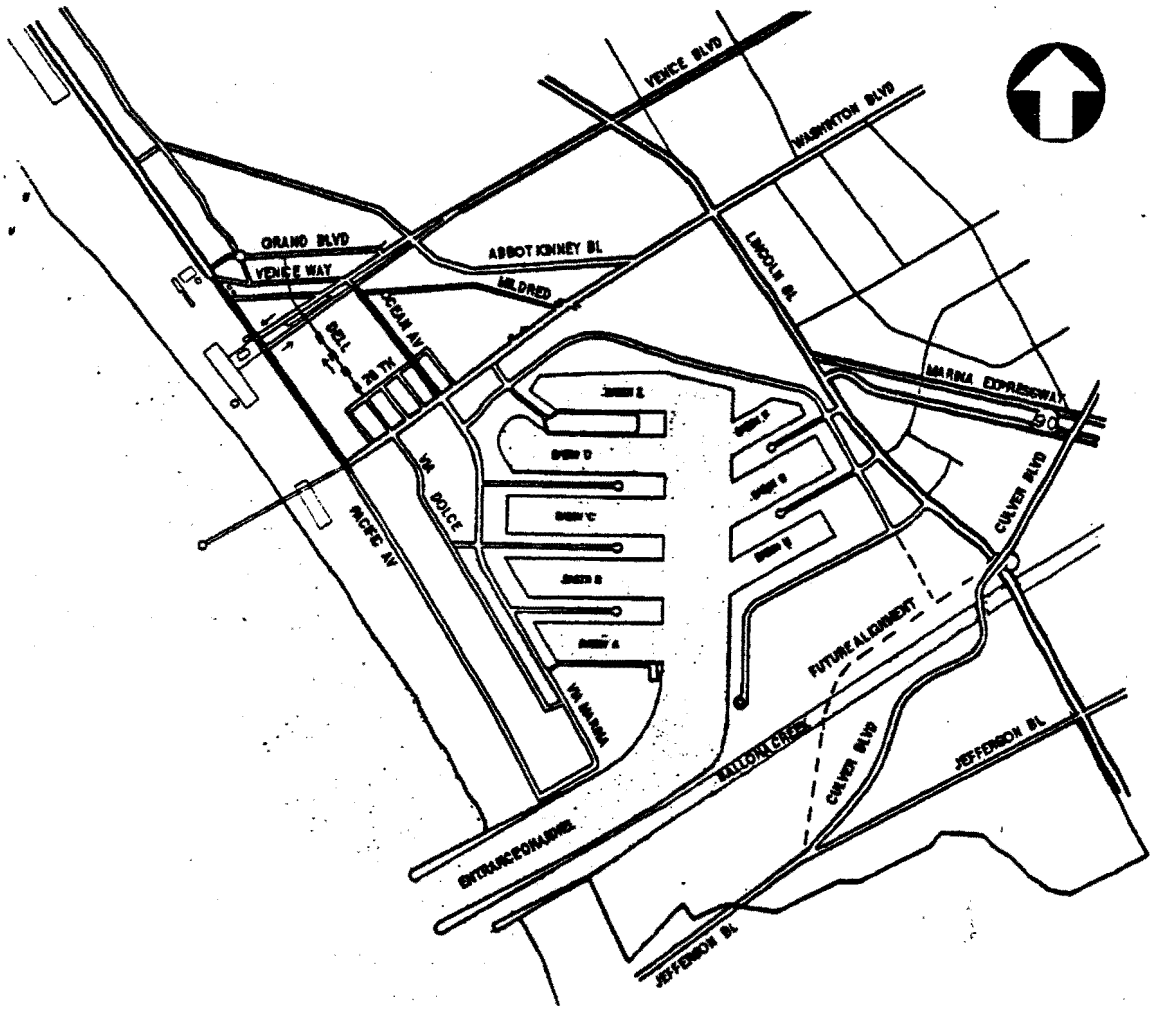
Coastal Commission Staff has recommended that development not be approved that will significantly exceed the capacity of the subregional street system without adequate mitigation. Ocean and the one lane sections of Pacific may already meet this criteria, and with a projected growth in traffic over the next 15 years of approximately 50 %, they will certainly meet this criteria before long.

Therefore, there is no need to defer an analysis of the traffic problems on Ocean and Pacific Avenues and the surrounding area until some undefined time in the future. The impacts on this area are clear and should be studied now. No Phase II residential development in the Marina should be allowed until this area has been studied, mitigation measures defined and agreed upon, and funding procedures set in place.

Exhibit 49

p 89

VENICE / MARINA AREA TRAFFIC STUDY



Beach Parking Lot

Major North/South Routes with Only One Lane in Each Direction

FIGURE 1 - CURRENT VENICE BEACH PARKING AND PRIMARY ACCESS ROUTES FROM SOUTH AND EAST

Exhibit 49
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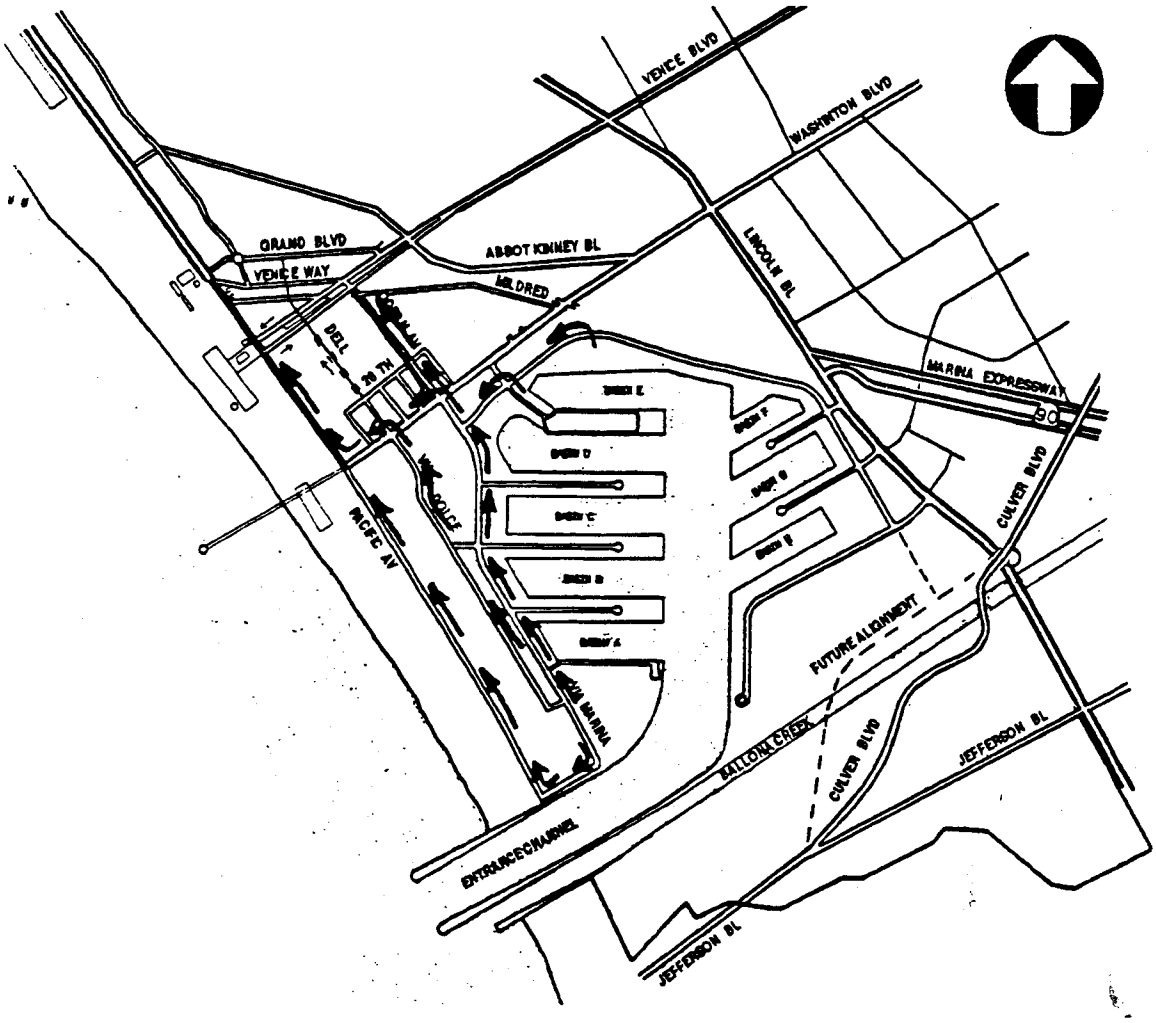
VENICE / MARINA AREA TRAFFIC STUDY



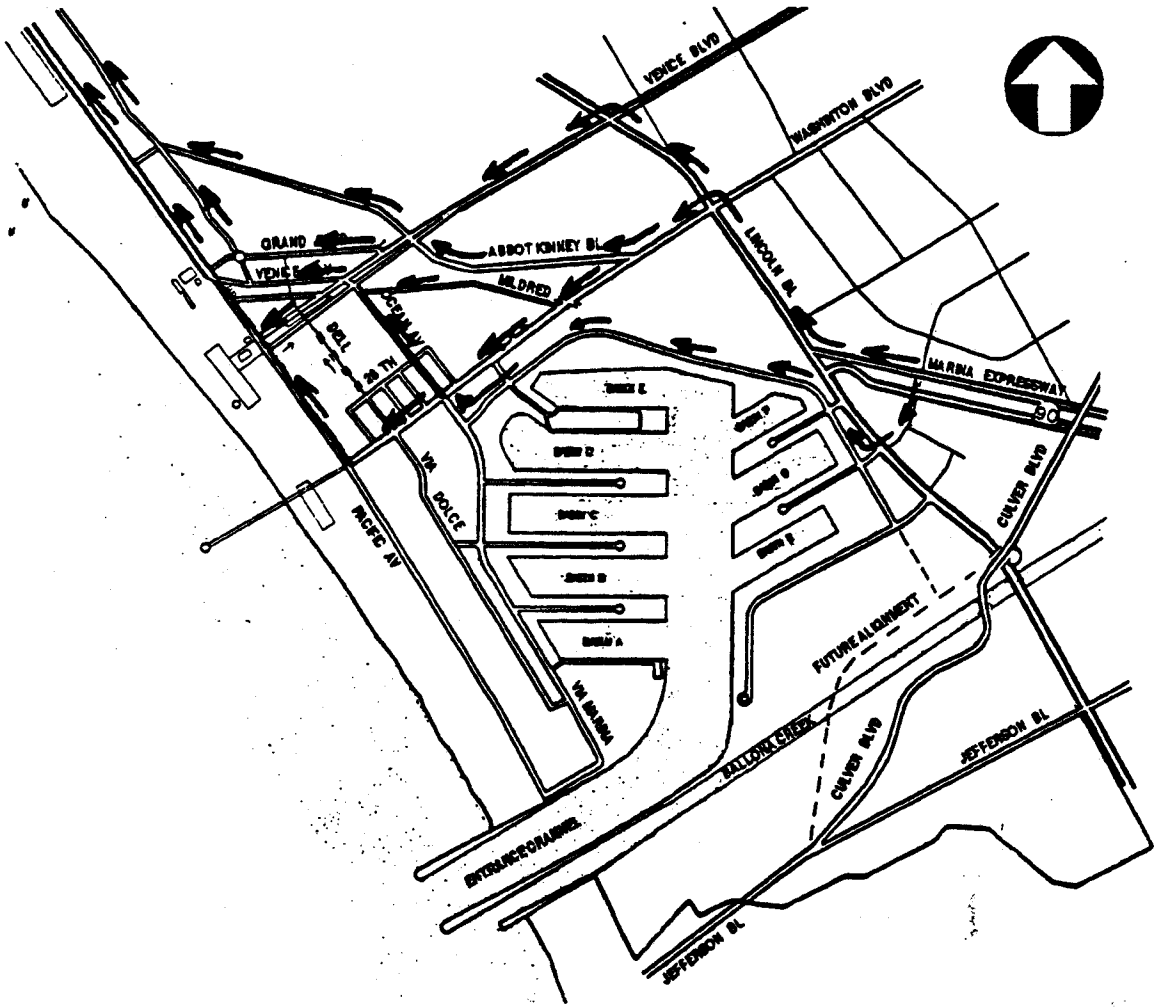
Beach Parking Lot

Major North/South Routes with Only One Lane in Each Direction

FIGURE 2 - NORTHBOUND TRAFFIC FLOW FROM WESTERN MARINA DEL REY

Exhibit 49
p10

VENICE / MARINA AREA TRAFFIC STUDY



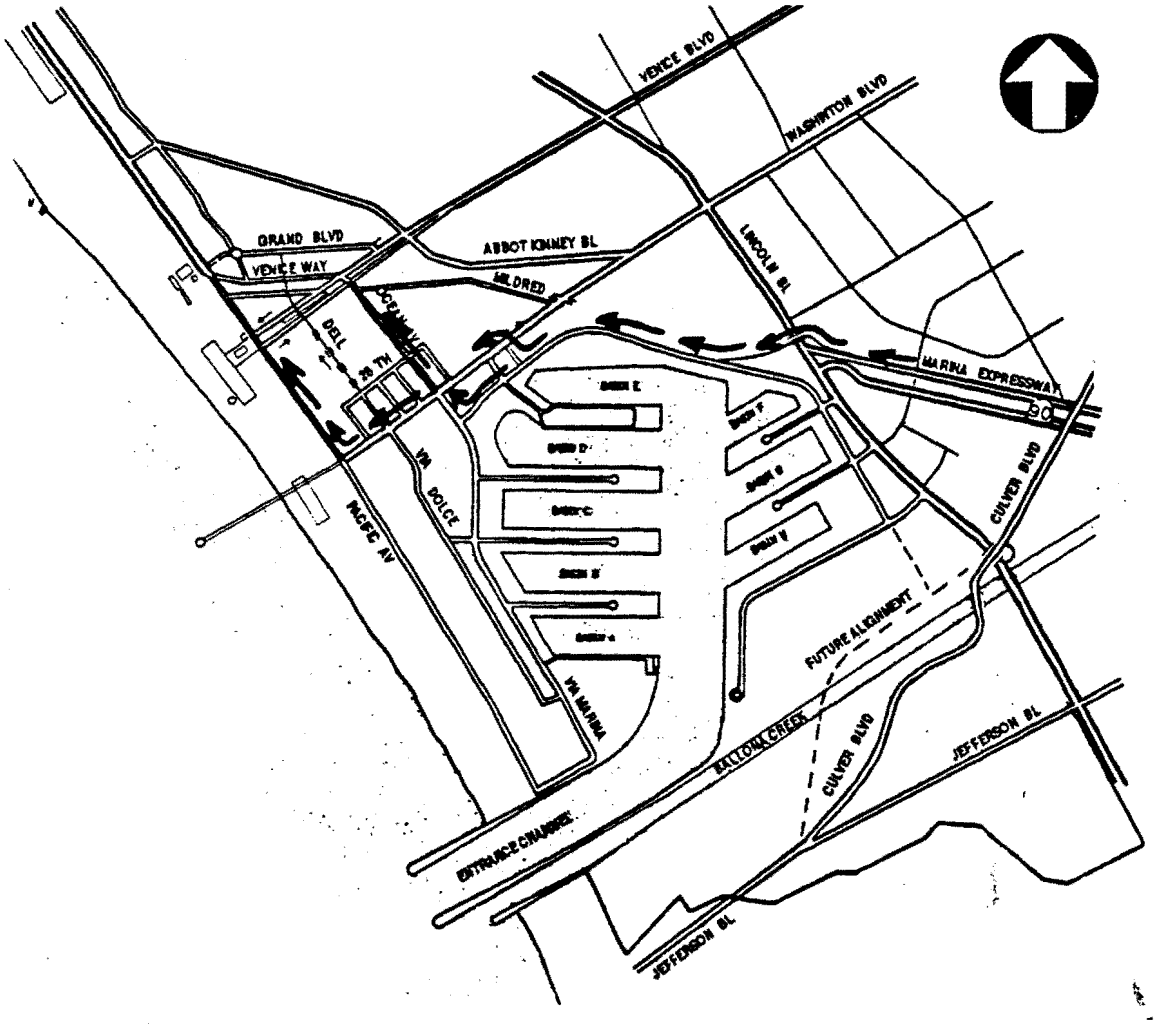
Beach Parking Lot

Major North/South Routes with Only One Lane in Each Direction

FIGURE 3 - CURRENT WESTBOUND TRAFFIC FLOW FROM MARINA EXPRESSWAY

Exhibit 49
p11

VENICE / MARINA AREA TRAFFIC STUDY



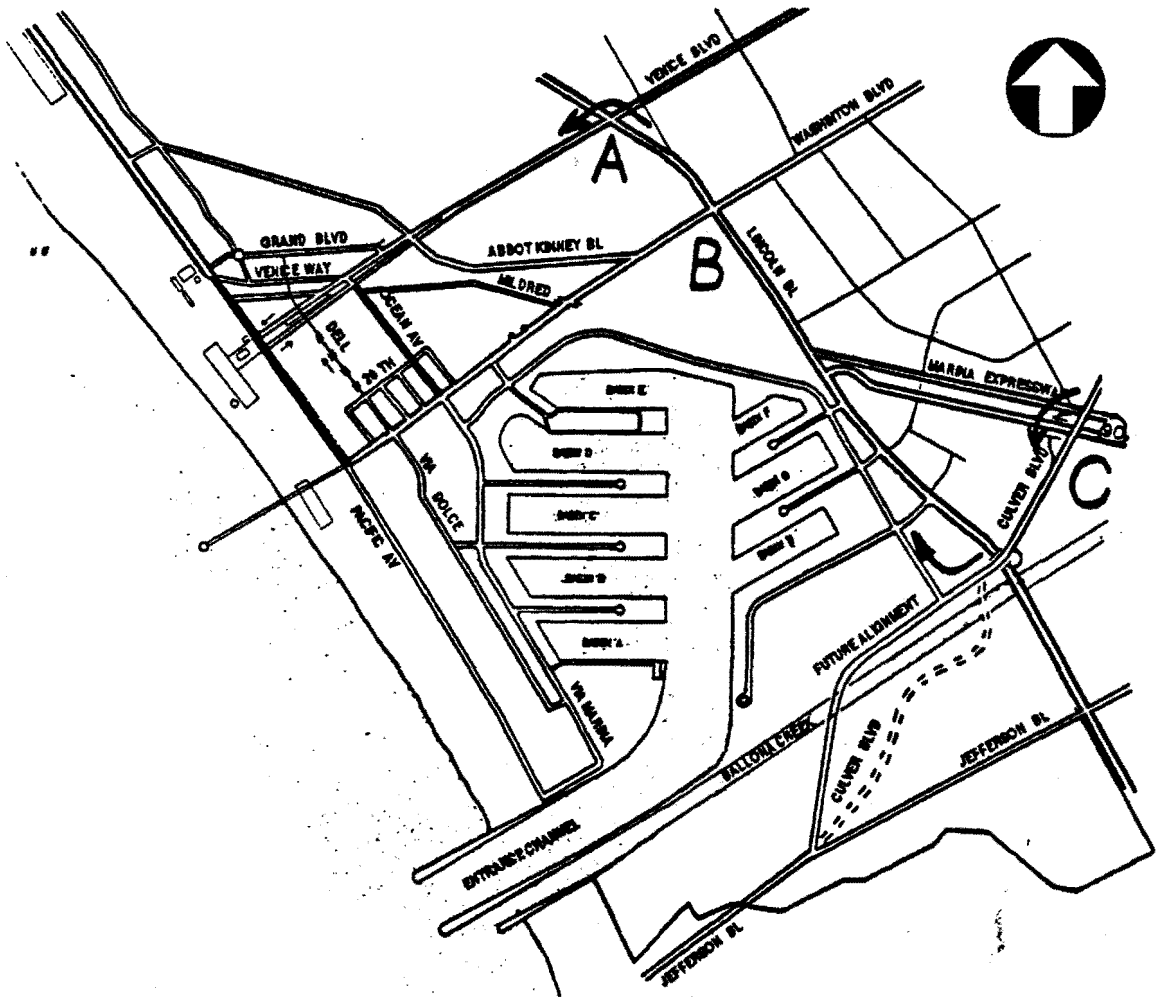
Beach Parking Lot

Major North/South Routes with Only One Lane in Each Direction

FIGURE 4 - TRAFFIC FLOW FROM PROPOSED MARINA EXPRESSWAY EXTENSION TO ADMIRALTY WAY

Exhibit 49
p 12

VENICE / MARINA AREA TRAFFIC STUDY



Mitigation Steps:

A. Lengthened Left Turn Lanes for Northbound Lincoln Blvd. Traffic to Turn West onto Venice Blvd.

B. Signs Directing Westbound Traffic from Washington Blvd. to Lincoln Blvd. when Congestion Builds

C. New Marina Freeway Interchange to Realigned Culver Blvd., and then on to Extended Admiralty Way

FIGURE 5 - RECOMMENDED MITIGATION STEPS IN LIEU OF MARINA EXPRESSWAY EXTENSION

Exhibit 4G
p 13

DKS Associates Projected Increase in Traffic at the Intersection of Via Marina & Washington (Without Marina Freeway Extension, see Note 1):	+ 31 %
Minimum Likely Increase from Marina Expressway Extension to Admiralty Way (see Note 2):	+ 10 %
Projected Increase in Ambient Traffic Levels Due to Normal Growth Through Year 2010 (Staff report, Part 3, Page 67):	+ 10 %
Total Projected Increase:	+ 51 %

Note 1: The Marina Freeway Extension was not under consideration when DKS Associates prepared their estimate.

Note 2: Minimum likely impact of Marina Expressway Extension based on diverting 15 % of the northbound traffic on Lincoln that now passes Washington Blvd. and turns west on Venice Blvd., plus 30 % of the traffic that now turns off on Abbot Kinney Blvd. after turning west on Washington Blvd from Lincoln Blvd.

TABLE 1 - PROJECTED INCREASE IN TRAFFIC HEADING NORTH FROM WESTERN MARINA DEL REY

Exhibit 49
p 14