The New Development/Land Use Working Group met eight times to discuss the relevant issues and reached consensus on the following recommendations:

*Coastal Commission Recommendation 15:* (A) Although redevelopment of the 1994 DKS transportation model is not recommended as part of this review, any changes to the cap system (that is based upon the DKS study), if proposed, should be based on a revised model or equivalent comprehensive traffic analysis. (B) Amend LIP section 22.46.1180.A.11.b to reflect the County’s current traffic study guidelines and its requirement that studies be based on and consistent with the most recent studies of major projects in the area, including models prepared for the Airport LAX expansion and Playa Vista Phase II traffic models.

The Working Group is concerned about increased traffic congestion in and around Marina del Rey. Consistent with its goal to maintain the quality of life and ambiance for Marina del Rey residents and visitors, this Working Group supports both of the Coastal Commission’s recommendations that traffic studies prepared for Marina del Rey projects should be based upon and consistent with the most recent and comprehensive traffic models. This support is contingent upon community as well as agency review of the traffic analysis of both cumulative and project-specific impacts, including traffic counts generated by projects at full capacity. Also, traffic studies should address actual and future projected conditions in the Marina, including on weekends and during the summer, especially as it relates to the County parking lots and access to recreational uses.

Special care should be paid to ensure that the full regional impact of public and private projects within the City of Los Angeles is analyzed, including the Venice Sewer Force Main Project. Traffic mitigation should also account for emergency preparedness requirements specific to the residential and recreational character of the Marina del Rey community.

*Coastal Commission Recommendation 16:* The County should consider options for funding a bus/shuttle system. Such funding could be used to support a regional bus/shuttle system operated by a regional or local government transit agency that serves Marina del Rey. The County should amend sections 22.46.1100.C.2 and 22.46.1190.A.3 and A.5 to require an ongoing assessment to support shuttle buses as part of all retail, residential, and hotel development, as a Category 1 improvement. If funding is required
as part of a lease extension, the amount contributed should be acknowledged in the issuance of the Coastal Development Permit. Consider additional assessments for all projects.

The Working Group believes that more public transit should be made available between Marina del Rey and nearby residential and commercial areas (Santa Monica, El Segundo, Culver City) by regional or local government transit agencies which already serve the Marina and/or these adjacent communities, such as the Santa Monica “Big Blue Bus” line. The Working Group also notes its appreciation for the Playa Vista/Marina del Rey shuttle. The Working Group acknowledges that projects in Marina del Rey already pay a traffic mitigation fee, and urge that more consideration be given to the use of those fees for alternative transportation programs (including those mentioned in Coastal Commission recommendation #17) apart from road construction and/or signalization, for example.

Coastal Commission Recommendation 17: The County should amend LCP ordinances Sections 22.46.110.B, 22.46.1060 and 22.46.1190A.3, 5, 9 and 15 to require improvements or proportional contributions that would enhance non-automotive transportation from all development: pedestrian and alternative traffic modes; widened sidewalks; jitney stops; stops for water taxi; and, dinghy tie-ups as part of site plan review.

The Working Group supports the thrust of this recommendation. In particular, the Working Group notes that actual physical conditions for pedestrians and bicycle riders are unsatisfactory at many points in the Marina, and urges that higher priority be placed upon the completion of a continuous waterfront pedestrian promenade and a separate continuous bike path around Marina del Rey.

The Group recommends that a concerted planning effort should be made to make Marina del Rey more “pedestrian-friendly.” In particular, pedestrian access improvements should be focused on “destinations,” in order to facilitate way-faring for pedestrians to the waterfront and other public amenities. For example,
crosswalks should be better marked. Pedestrian access (i.e. dimensions of sidewalks) should be enhanced—and not physically diminished—as part of all redevelopment plans.

The current pedestrian design situation often pits pedestrians against bikers and kayakers. Adherence to the 22.46.1100 circulation system requirements should be encouraged by the Departments of Beaches & Harbors and Regional Planning through the planning and permit process and then strictly implemented by the Los Angeles County Department of Public Works in order to realize a goal for a continuous and separated bike path throughout Marina del Rey. Personal watercraft users should have easy access from adjacent surface parking lots along or across roads to Mothers’ Beach and to the Chace Park improvements to facilitate recreational boating.

*Coastal Commission Recommendation 18A:* In preparation for amending its LCP the County should undertake a comprehensive study of anticipated future development that includes all pending project driven amendments, fulfillment of Asset Management strategies, and other facilities identified through a community planning process.

Future redevelopment of Marina del Rey should be inspired by a vision of balanced redevelopment of an integrated residential, visitor-serving, and recreation-oriented community which is articulated in one governing document that incorporates cumulative impact considerations of all pending and anticipated future projects.

The Working Group believes that the cumulative impacts of the proposed redevelopment of the Marina need further articulation and discussion. The County of Los Angeles has committed to a comprehensive study of the impacts of the proposed redevelopment projects, and, before adoption, there should be a thorough public vetting of the scope, assumptions, and redevelopment goals of this document.

Increased emphasis should be placed on individual projects consistent with the certified LCP, as it may be amended, including renovation of existing projects, as well as on public projects which enhance active and passive recreational opportunities at the Oxford flood basin, Mothers Beach, and Burton Chace Park.
Redevelopment projects which have proceeded in good faith through the regulatory process to date should have the opportunity to continue through the process to make the case for each individual project’s consistency with the goals of the certified LCP and the Coastal Act. These projects need to be reviewed in light of the cumulative density, traffic, and other impacts of all proposed Marina and relevant City of Los Angeles projects.

Coastal Commission Recommendation 19: Revise the LCP to require that the County consider all pending project-driven amendments of the LCP that would change the designation of parcels from a public park or parking use at the same time. A project shall be considered pending if there is an approved term sheet allowing the applicant to apply for approval of the project. In considering such amendments, the County should analyze the total pattern of public serving and park uses in the Marina.

The Working Group is concerned about the lack of available and proposed park space in the Marina, especially along the high-density residential Via Marina corridor. The Working Group supports Recommendation 19 and, in particular, emphasizes that the certified LCP specifically prohibits any change in designation of any parcels from public parks or public parking to private use without equal and complete replacement.

During the planning process for the parcels at issue in Recommendation 19, the County should analyze current and future anticipated parking requirements with the primary priority to ensure there are no impediments to low-cost access and usage of parks, beach, recreational boating, the public launch ramp, and other public amenities. The Working Group believes other alternative public park uses should also be considered. In particular, project-driven amendments for County Parking Lots on Parcels GR and IR should be considered collectively, since those surface parking lots are intended to provide low-cost access to, and usage of, Mothers Beach. Parcel NR should be retained to preserve the unique function it plays in facilitating low-cost recreational and personal-craft boating use.

The County should amend its LCP to include development standards that would incorporate the design elements in the Asset Management Strategy (similar to many of the LCP policies concerning public access and site design). For example:

- Maintain the visibility of public spaces;
- Integrate the building with open space and access areas; and,
- Identify the County agency best qualified to undertake this review.
The Group believes that only those design elements in the Asset Management Strategy which are consistent with the LCP should be incorporated into the LCP. The intensification of development in Marina del Rey should not be sufficient justification for proposals to decrease the amount and/or the visibility of public spaces and amenities in the Marina. For example, the Working Group recommends that “view corridors” be studied as part of the comprehensive planning process for the Marina as a whole, in order to identify and protect valuable current views and to maintain the current ambiance of the Marina.

21] The County should revise the LCP in order to include incentives to provide priority to free or lower cost public uses on waterfront parcels designated for residential use but developed with mixed uses, including visitor serving commercial and public facility uses.

The Working Group believes access to free or lower cost public uses on waterfront parcels should be a critical priority for the County going forward. The County should incentivize developers to build mixed use projects in exchange for the provision of free or lower cost public uses, subject to density and height limitations consistent with the LCP. Such incentives, which may require a project-specific amendment to the certified LCP, should be vetted in a public hearing process before inclusion in any development agreement between the County and the developer.

22] The County should amend the LCP to strengthen development standards to preserve existing public and lower cost recreation facilities including free facilities; assure that these facilities and public rights to them are maintained.

As noted above, the Working Group believes access to free or lower cost public uses should be a critical priority for the County, especially for water-oriented recreational opportunities. In particular, lower cost public parking should be preserved to support public use of free or lower cost recreation at and surrounding the key public amenities, including at Mothers’ Beach, with special protection for the existing proximate parking lot on Parcel NR as well as collective consideration for the parking lots on parcels IR and GR. In particular, it is vital to maintain practical appropriate access for the users of personal watercraft at both Mothers’ Beach and Chace Park.
23. The County should amend LCP Definitions to define “hotel” and should evaluate opportunities to protect the availability of, and encourage additional, short-term overnight accommodations in the Marina. To protect and maximize public access, LUP and LIP definitions and development standards should exclude private fractional ownership of hotel/motel rooms on publicly owned land designated for visitor or public uses. And for areas not designated for visitor use, in any hotel, motel or similar project that includes timeshare or fractional or condominium ownership components, the County shall address, among other factors, peak use demands in the summer, availability of units to the general public and operational provisions to require hotel/motel management of a facility. LCP Standards should ensure that such projects maximize public access in operation of the hotel/motel, including restrictions on the percentage of units privately [individually] owned and length of stay.

Members of the Working Group expressed strongly-held differences of opinion with regards to the prospect of Time Share fractional ownership in Marina del Rey. The Working Group includes individuals who oppose it on philosophical grounds. Those who support time share development are of the opinion that time shares are visitor-serving and that provision for fractional ownership of certain proportion of units is essential to the financing of hotels. Others propose that a cooperative ownership structure similar to the structure utilized elsewhere in the United States, including in Hawaii, should be considered as an alternative to time share fractional ownership. Even though it should be noted that visitor-serving uses are a higher priority in the Coastal Act than residential uses, there is more support for time share development on “hotel-designated” parcels in commercial areas of the Marina rather than on parcels surrounded by residential uses.
24. In-Lieu Fees for Lower Cost Overnight Visitor Accommodations. The County should update the existing in-lieu mitigation fee LCP policy for new development of overnight visitor accommodations in the coastal zone that are not lower cost. The in-lieu fee would be required as a condition of approval of a coastal development permit, in order to provide significant funding to support the establishment of lower cost overnight visitor accommodations within the coastal area of Los Angeles County. The fee would be based on the per bed “mid-range” land acquisition and construction costs to build a lower cost overnight visitor accommodation in the coastal zone of Los Angeles County for 25% of the total number of proposed overnight visitor accommodations in the new development. The fee (i.e. $30,000 in 2007) shall be adjusted annually to account for inflation according to increases in the Consumer Price Index—U.S. City Average.

The required in-lieu fees should be deposited into an interest-bearing account, to be established and managed by one of the following entities approved by the Executive Director of the Coastal Commission: Los Angeles County, Hostelling International, California Coastal Conservancy, California Department of Parks and Recreation or a similar entity. The purpose of the account should be to establish lower cost overnight visitor accommodations, such as new hostel beds, tent campsites, cabins or campground units, at appropriate locations within the coastal area Los Angeles County. The entire fee and accrued interest would be used for the above-stated purpose, in consultation with the Executive Director, within ten years of the fee being deposited into the account. Any portion of the fee that remains after ten years shall be donated to one or more of the State Park units or non-profit entities providing lower cost visitor amenities in a Southern California coastal zone jurisdiction or other organization acceptable to the Executive Director. Required mitigation shall be in the form of in-lieu fees as specified herein or may include completion of a specific project that is roughly equivalent in cost to the amount of the in-lieu fee and makes a substantial contribution to the availability of lower cost overnight visitor accommodations in Los Angeles County.

The Working Group believes that the in lieu fee arrangement proposed by the Coastal Commission is too onerous. It notes that the current fee agreed to in 1996 is approximately 25% of the proposed fee, and that the County and the Coastal Commission did not object when the current fee was imposed upon the Jamaica Bay Inn project approved in 2008. The Working Group proposes that any future change in the calculation of the fee reflect consistency with the fees imposed by other County of Los Angeles beach cities on similar projects. The Working Group supports the concept of the provision of both campsites and hostel accommodations near by Marina del Rey.