A wide-angle photograph of the Marina Del Rey harbor, showing numerous sailboats docked along the piers. The water is calm and reflects the boats and the clear blue sky. The masts of the sailboats create a rhythmic pattern of vertical lines across the scene. In the background, some buildings and trees are visible under a bright, clear sky.

MARINA DEL REY

Local Coastal Program Periodic Review

**WORKING GROUP
PRESENTATIONS**

May 13, 2009

Marine Resources and Water Quality

Recommendations # 5-14



Marine Resources and Water Quality

Recommendations We Agree With

Recommendation #12: Revise LCP to ensure that development projects will be designed with the following principles and guidelines:

12.J.: Incorporate BMPs that are the most effective at mitigating pollutants of concern

12.K.: Require ongoing maintenance and inspection of BMPs to ensure effective functioning for the life of the development

Recommendation #13: Revise LCP to incorporate updated guidelines for marina development/redevelopment projects



Marine Resources and Water Quality

Recommendations We Revised

Recommendation #5: Restoration of aquatic habitat areas

- Add: Utilization of local stake holder knowledge and expertise

Recommendation #6: Eelgrass

- Add: Project designs should avoid disturbance and mitigate for its restoration

Recommendation #7: Caulerpa Taxifolia Eradications

- Add: Eradication for at least one year prior to project development
- Develop a HACCPP (hazard analysis critical control point plan) to prevent spread of invasive species



Marine Resources and Water Quality

Recommendations We Revised

Recommendation #8: Polluted runoff water from development and impact of development on water quality

Recommendation #9: Development must address water quality by incorporating BMPs

Recommendation #10: Development and storm water runoff

Recommendation #11: Developments that require a CDP are required to document site design and use BMPs to determine landscaping, drainage, and eliminate dry water runoff

Recommendations 8-11:

- Incorporate LID (low impact development) policies and technologies from County of Los Angeles Low Impact Development Standards Manual September 2008 to address runoff
- New development projects should be required to capture, treat and infiltrate a five year design storm event

Marine Resources and Water Quality

Recommendations We Revised

Recommendation #12: Revise LCP to ensure that development projects will be designed with the following principles and guidelines:

12.A.: Prohibit discharge of pollutants

- Add: LID technologies

12.B.: Maintain drainage and hydrological patterns

- Add: Riparian buffer zones defined as 100 feet from outside edge of historic riparian canopy

12.C.: Preserve and restore areas known to have water quality benefits

- Add: LID technologies

12.D.: Reduce impervious areas

- Add: LID technologies



Marine Resources and Water Quality

Recommendations We Revised

Recommendation #12: Revise LCP to ensure that development projects will be designed with the following principles and guidelines:

12.E.: Minimize irrigation and use of fertilizers

12.F.: Runoff water

- Add: LID technologies, grey water recycling

12.G. & 12.H.: Storage areas for trash and toxic waste

- Add: Avian covers, use local stake holders knowledge and expertise to help specify proper locations for cigarette butt receptacles and compostable dog disposal systems

12.I.: Street drainage

- Add: LID technologies



Marine Resources and Water Quality

Recommendations We Revised

Recommendation #14: Recreational boating, launches, dock materials

- Overall added: Trash & recycling and hazmat disposal, pumpout facilities, boater, vendors, marina operator education, signage, environmentally friendly paint, spill pads
- More community effort to keep the marina clean





Recreational Boating 1

Recommendations # 1-4A

Recreational Boating 1

Recommendations We Agree With

Recommendation #1: County should require an updated comprehensive boater use, slip size, and slip distribution study

- Assess slip loss, dry storage spaces , human-powered crafts, boater parking and slip vacancy rates
- Study design and baseline study should be conducted by an independent 3rd party
- Update boater use study every five years or at the time a redevelopment project is proposed
- All subsequent boater use studies should follow the study design



Recreational Boating 1

Recommendations We Agree With

Recommendation #2: Continue to provide a mix of small, medium and large boat slips

- The slip mix should place the highest priority on recreational boating needs over market trends

Recommendation #3: Delete the "Funnel Concept" and institute alternatives to create additional slips and promote recreational boating

Recommendation #4: Provide short-term day use docks at or close to visitor-serving facilities

- Provide guest and dinghy docks in addition to short-term day use docks
- Conduct a marina-wide assessment to identify prime locations and opportunities for day use, guest and dinghy docks

Recreational Boating 1

Recommendation – No Consensus Reached

Recommendation #4.A.: No reduction in total boat slips and no reduction in slips 35' or less in length

- Majority of group did not agree with this recommendation
- Some group members agreed with recommendation
- Concerns include: the feasibility of implementing such a policy, and a lack of data or evidence to support the policy



Recreational Boating 1

Other Issues and Concerns

- The County should create additional slips along the main channel for boats 36' and above
- The County should provide recreational boaters with access to Burton Chace Park and Mother's Beach along with other protected recreational areas of the harbor



Recreational Boating 1

Other Issues and Concerns

- Revenue from boating should be kept in a separate fund and used for maintenance and enhancement of recreational boating facilities and opportunities
- The LCP should be revised to protect Mother's Beach/Marina Beach and its existing facilities
- The County should commission a new, independent, comprehensive boater use, slip size and slip distribution study to assess boater facility needs
- There should be a moratorium on dock and boating facility redevelopment until the new, independent, comprehensive boater use study is completed



New Development & Transportation

Recommendations # 15-26



New Development/Transportation

The Group

A cross-section of participants were involved in the process and final recommendations

- *Residents*
- *Recreational Boaters*
- *Developers*



New Development/Transportation

Vision/Guiding Principles

Enhance both the quality of life of residents and visitors'
Coastal experience

Encourage public usage and access of the Marina

Provide for balanced redevelopment in conformity with the
goals and policies of the certified LCP and Coastal Act



New Development/Transportation

Recommendation #15: Traffic Study

Agree

- Comprehensive Beaches and Harbors study should be completed using recent and comprehensive models

Comments

- Impact of surrounding projects (i.e. Costco, Playa Vista, Sewer Project etc.)
- Parking to support traffic counts
- Maintain quality of life
- Account for Emergency Needs



New Development/Transportation

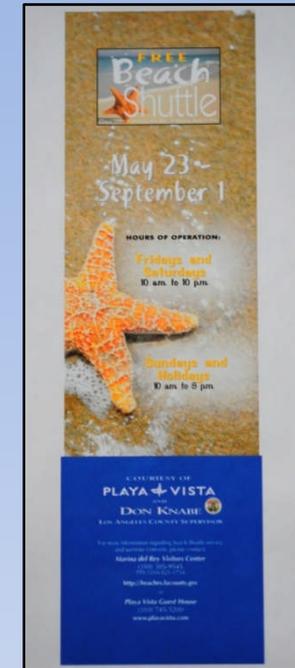
Recommendation #16: Bus/Shuttle Funding

Agree

- Recommendation is agreeable to group

Comments

- Appreciate the PDR/MDR shuttle
- Increased public transit routes (El Segundo, Santa Monica)
- Allocate MDR Traffic Mitigation Fee to fund alternative transport programs



New Development/Transportation

Recommendation #17: Enhancement for Non-Automotive Transportation

Agree

- Concept is agreeable to group

Comments

- Continuous bike path
- Pedestrian Promenade
- Dinghy tie-ups, water taxis



New Development/Transportation

Recommendation #18: Pedestrian Access

Agree

- Pedestrian friendly environment is supported

Comments

- Focus on destinations to encourage a pedestrian environment
- Develop crosswalk standard including better visual markings and lighting
- Access/parking for personal watercraft users at Mother's Beach and Chace
- Continuous bike path
- Enforcement of these measures by Dept of Public Works during plan check process



New Development/Transportation

Recommendation #18a: LCP Amendment Requiring Study

Agree

- Support comprehensive study of all anticipated future development, with qualifications
- Support fulfillment of Asset Management Strategies

Comments

- Balanced redevelopment serving residents, visitors, recreation
- Public vetting of scope, assumptions, and redevelopment goals
- Emphasis on projects consistent with certified LCP
- Allow redevelopment projects already in the regulatory process to proceed, but review for cumulative impacts



New Development/Transportation

Recommendation #19: Public Parks & Parking

Agree

- Recommendation supported, with qualifications

Comments

- Certified LCP prohibits change without equal and complete replacement
- Concern over lack of park space in Via Marina corridor
- No impediments to low-cost access and usage of parks, beach, rec. boating, and launch ramp
- Determine appropriate number of parking spaces, as per the Beaches and Harbors study
- Preserve existing parking at Parcel NR for low-cost recreational parking
- Consider any redevelopment of Parcels GR & IR collectively



New Development/Transportation

Recommendation #20: Development Standards Agree

- No decrease in visibility of public spaces and amenities in the Marina

Don't Agree

- Only incorporated design elements of Asset Management Strategy consistent with LCP
- Development alone does not justify waivers/amendments
- Redevelopment must be consistent w/ LCP & Coastal Act goals and policies

Comments

- Protection of view corridors

BEFORE



AFTER



New Development/Transportation

Recommendation #21: Incentives for Public Uses

Agree

- Critical priority for the County

Comments

- Subject to density and height
- Public hearing before inclusion in any development agreement



New Development/Transportation

Recommendation #22: Preservation of public and low cost recreation facilities

Agree

- Critical priority for the County

Comments

- Mother’s Beach and Chace Park & surrounding parking



New Development/Transportation

Recommendation #23: Hotels

Group did not reach consensus

Comments

- Some believe timeshares are visitor-serving and help ensure the financial viability of conventional coastal hotel projects
- Some propose considering a cooperative ownership structure
- Support for time share development on “hotel designated” parcels in commercial areas vs. parcels surrounded by residential building

Recommendation #24: In-Lieu Fees

Agree

- Campsite and hostels

Don't Agree

- Proposed 25% fee is onerous

Comments

- Consistency in fee calculation used by other beach communities

Recreational Boating 2

Recommendations # 1-4A

Recreational Boating 2

Recommendations We Agree With

Recommendation #1:

- County should require an updated comprehensive marina study
- The county has conducted this study and has circulated draft
- Adopt the study to provide needed guidance subject to the comments and recommendations provided by the Lessees Association. These include:
 - Clarification on how lessees are to achieve recommended slip size distribution
 - Present risks associated with highly speculative dry stack projects
 - Include future redevelopment plans for all marinas, not just those with current redevelopment proposals
 - Reconfigure slips in “substantial” not absolute compliance with DBAW guidelines in order to preserve slips
 - Retain dry storage at parcel 77 unless and until replaced by similar low cost dry storage

Recreational Boating 2

Recommendations We Agree With

Recommendation #2: Continue to provide a mix of small, medium and large boat slips

- Follow conclusions in “Noble” and ADK&A report to determine appropriate slip mix, subject to Lessee Association comments
- Design marina needs for the current and future boating community and not mirror the existing configuration which was designed for boats built in the 1960’s

Recreational Boating 2

Recommendations We Agree With

Recommendation #3:

- The funnel concept should be dropped due to its negative impact on enhanced public access
- Encourage ways to increase recreational boating, including:
 - Adding new slips were feasible
 - Adding dinghy docks at key parcels
 - Increasing boat charter operations
 - Retain and encourage yacht clubs
 - Upgrade launch ramp
 - Provide low cost dry storage
 - Provide docks for youth service organizations

Recreational Boating 2

Recommendations We Do Not Agree With

Recommendation #4:

- Short term day use docks should be encouraged at key parcels
- Concentration should be at commercial areas

Recommendation #4A:

- Bad idea to make blanket statement on the reduction of slips or sizes
- Follow Noble and ADK&A reports for guidance (subject to Lessee Association comments) on reconfiguration
- Marina needs to be built for the future not the past



MARINA DEL REY

Local Coastal Program Periodic Review



RECREATION AND VISITOR FACILITIES/PUBLIC ACCESS WORKING GROUP

Recommendations # 27-38

Community Meeting Presentation

May 13, 2009

MISSION STATEMENT



- Marina Del Rey was intended as a **water-oriented regional asset for both local residents and visitors.**
 - **Its unique characteristics should be expanded in order to appeal to a broader public.**
- Redevelopment on privately held parcels in the Marina should correspond with **upgraded publicly held parcels, including public parks, beaches, and streetscape.**
 - This will enhance the community's ability to generate tax revenues, and to provide more public amenities.
- **Enhanced water access.**
- **Expanded public facilities for recreation, leisure, and public events**
- **Uniquely water-focused commercial amenities for local residents and visitors** to the area.



PUBLIC ACCESS OVERVIEW

Facilitating public coastal access is a guiding principle of the Coastal Commission.



PUBLIC ACCESS OVERVIEW

There should be **multiple public access points** to the water, **conveniently located near public parking.**



PUBLIC ACCESS OVERVIEW

New development should be planned so as to enhance the appeal of the Marina.



PUBLIC ACCESS OVERVIEW

Creative approaches to redevelopment of non-conforming uses should enhance public use of the scarce water frontage.



PUBLIC ACCESS OVERVIEW

Development incentives and revenue recapture mechanisms directly fund new amenities for the public.



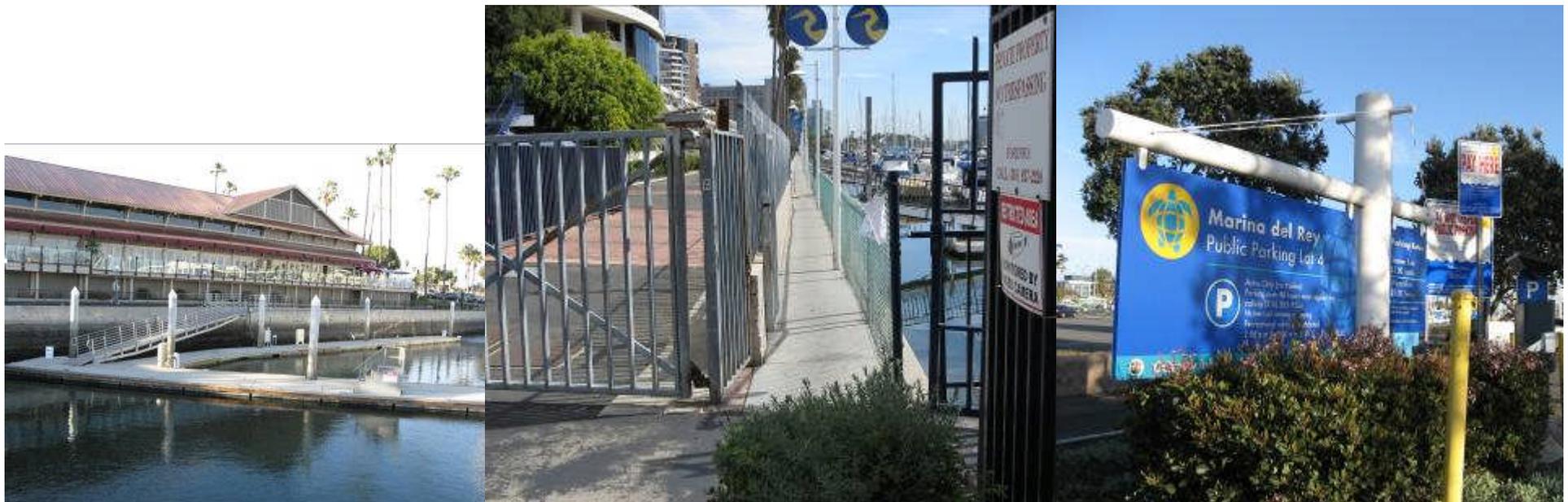
PUBLIC ACCESS OVERVIEW

New development can provide **needed revenues to LA County**, while **providing the public benefits envisioned by the original planners of the Marina.**



PUBLIC ACCESS OBJECTIVES

- Improved integration of public walkways, bike paths and paths
- Improved operation of visitor support services such as parking lots
- Integration of public access in all future developments including direct water use (slips & associated usage)



PROPOSED INITIATIVES

New Public Facilities/Amenities

Enhanced Water Access

Expanded Waterfront Promenade

Placemaking

Wayfinding



PROPOSED INITIATIVES

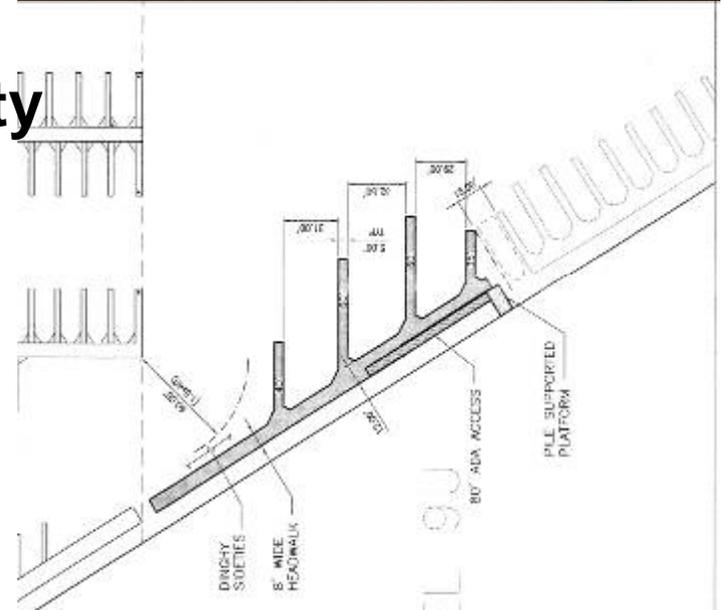
Zoning Incentives/Density Bonuses

Guest Docks/ Watercraft Connectivity

Public Ground Transportation

New Destination Development

Existing Lease Extensions



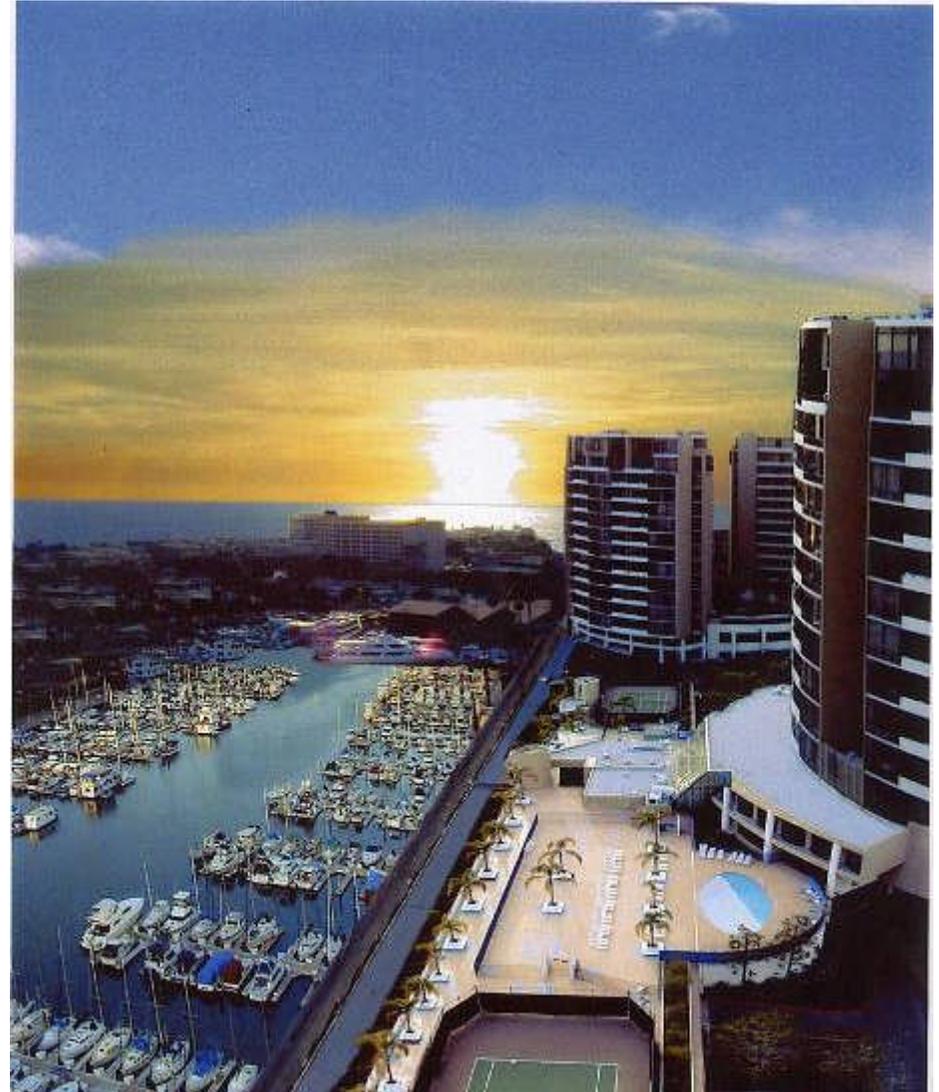
RECREATION AND VISITOR FACILITIES

Marina Del Rey **currently** has a **shortage of direct public access** to the waterfront.



RECREATION AND VISITOR FACILITIES

Large scale residential complexes effectively privatize the adjacent waterfront.



RECREATION AND VISITOR FACILITIES

A mix of uses, including private residences, is critical in a healthy community.



RECREATION AND VISITOR FACILITIES

Marina Del Rey was a created through a broad mix of public funding sources, **Residents must recognize their neighborhood as a publicly funded attraction and destination for both locals and visitors.**



RECREATION AND VISITOR FACILITIES

There should be a broad mix of attractions and amenities that capitalize on the unique waterside locations.



RECREATION AND VISITOR FACILITIES

As the major leases expire the public can benefit from redevelopment of these sites through a combination of **new development and public benefits.**



RECREATION AND VISITOR FACILITIES OBJECTIVES

Enhanced Waterfront Uses

Mixed-Use Development

Water Linkages

Facility Development Incentives

New Parking Incentives

Public Ground Transportation

New Public Access Opportunities



PARKING ISSUES

- **Access to parking is critical**
- **Current parking is poorly situated**
- **Waterfront parking** utilizes land better suited for public/private development.
- New development should be **incentivized to provide new parking opportunities**
- New funding might be realized through **redevelopment of the existing lots**
- **New parking should be hidden in structures** as part of new development.
- **A comprehensive parking plan** needs to be developed
- **Current parking facilities are not being managed to their potential**
- **Current pay systems are unreliable.**
- **Convenient, reliable short-term parking is required** to maximize public access.
- **Explore the creation of a local parking district**



PARKING INITIATIVES

Improved Operations

Outsourced Parking Operations

Parking Master Plan

Shared Parking

Enhanced Water-based Transportation



More Information

- DRP Website:
<http://planning.lacounty.gov/marina>
- DRP Staff
tel: 213-974-6422
email: coastal@planning.lacounty.gov
fax: 213-626-0434

